

POMRIL.  
PURE NON-ALCOHOLIC  
APPLE JUICE  
Invaluable for Stomach and  
Diseases:  
Per doz. quarts.....\$7.25  
Per doz. pints.....4.65  
**H. PRICE & CO.,**  
12, Queen's Road Central.

# Hongkong Daily Press.

ESTABLISHED 1857.

ITALIAN VERMOUTH  
The only Reliable Brand is  
**MARTINI ROSSI**  
SUCCESSORS  
**MARTINI SOLA & CO.**  
AGENTS—  
**H. PRICE & CO.,**  
12, Queen's Road Central

No. 14,562 號二十五百五千四萬一第 日八十月十年十三緒光 HONGKONG, THURSDAY, NOVEMBER 24TH, 1904. 四拜禮 號四廿月壹十年四零百九千一英港香 PRICE, \$3 PER MONTH.

**WE ARE SELLING UNIQUE SELEC-  
TIONS OF THE  
PUREST AND BEST  
CONFECTIONERY**  
RECEIVED FROM THE LEADING  
LONDON AND PARIS HOUSES, COM-  
PRISING THE SIMPLER KINDS TO  
THOSE OF THE MOST RECHERCHE  
DESCRIPTION DAINITY PACKED.

**A. S. WATSON & CO.  
LIMITED.**

ALEXANDRA BUILDINGS. [a138]

CUTLER, PALMER

& CO.'S

Price \$1.00 PER DOZEN

Net

**"SPECIAL BLEND" WHISKY**  
Blend  
Selected  
Distillations of the  
Finest Scotch Whiskies  
Apply to  
**SIEMSEN & CO., Hongkong.** [a43]

**LANE, CRAWFORD & CO.**

Have been appointed

SOLE AGENTS

FOR THE

**OLD  
BLEND  
WHISKY.**

The Brand of the

**OLD  
COACHING DAYS**

Price Per 1 Doz. Bot. \$14.00

" " 1 " Flasks 8.00

" " 1 " 5.00

" " 2 Gallon Jar 14.00 [a2183]

**THE WINE GROWERS'  
SUPPLY CO.**



Direct Importers of Wine, Beer and Spirits  
from well-known Growers, Brewers and  
Distillers.

Price List on application.  
**BARRETT & CO., Agents,**  
Nos. 22 & 24, Bank Buildings,  
Queen's Road. [a2347]

**JUST ESTABLISHED.**  
(Telephone No. 467.)

**WING SUN & CO.,**

No. 54, QUEEN'S ROAD CENTRAL  
(Premises Formerly Occupied by Messrs.  
C. J. Gump & Co.)

**HIGH-CLASS TAILORS & OUTFITTERS,  
SHIRT & BREECHES MAKERS.**  
Fit, Quality, Workmanship Guaranteed.  
Prices Very Moderate.  
Now Showing:—New lot of Tweed Suits,  
Trousers, and Fancy Vestings.  
Also Smart Neckwear, Stylish Coats and  
Shirts, and Fashionable Hats and Caps in  
Highest Grade.  
Inspection Invited.  
Hongkong, 5th August, 1904. [1912]

**CANTON HOTEL,  
HO-NAM, CANTON.**

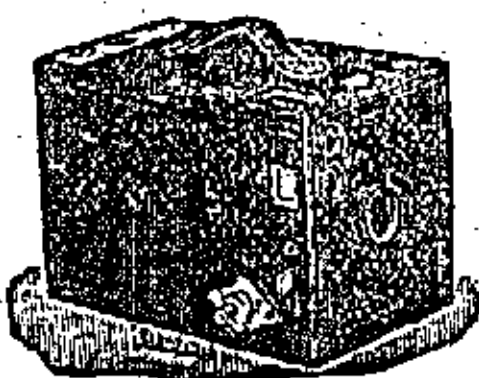
NEWLY OPENED.

**SITUATED on the River Front at Ho-nam**  
almost facing Shumson.  
Rooms elegantly furnished, large and lofty  
with Spacious Balconies. Excellent Position.  
Free from Obnoxious Surroundings.  
Boat always in attendance.  
Telegrams receive prompt attention.  
Visitors to Canton should not fail to secure  
accommodation before leaving Hongkong.

**CHAN CHING KUN,**  
Manager.

Canton, 27th October, 1904. [2546]

**PHOTO SUPPLIES**  
DEVELOPING  
AND PRINTING  
GOOD WORK.  
PROMPT  
RETURN.



UP-TO-DATE DARK ROOM  
FITTED WITH ELECTRIC LIGHT AND FAN  
AT THE DISPOSAL OF AMATEURS

**LONG HING & CO.,**

PHOTO GOODS STORE,

17A, QUEEN'S ROAD CENTRAL.

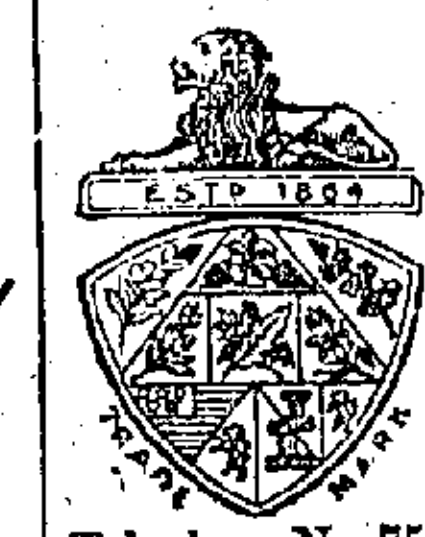
(Same Premises as Messrs. Ah Chee). [a33]

Hongkong, 15th August, 1904.

**THE  
LAHMEYER ELECTRICAL CO., LD.**  
LONDON

**ELECTRIZITAETS ACTIEN GESELLSCHAFT VORM.  
W. LAHMEYER & CO., FRANKFURT A/M.**

FOR ESTIMATES OF ELECTRICAL INSTALLATIONS OF ANY DESCRIPTION  
Apply to—  
**SIEMSEN & CO., SOLE AGENTS FOR CHINA.**



**CALDBECK**

**MACGREGOR**

**& CO.**

**WINE AND SPIRIT MERCHANTS.**

15, QUEEN'S ROAD CENTRAL.

Hongkong, 24th November, 1904. [a35]

**W. BREWER & CO.**

23 and 25, QUEEN'S ROAD.

**CHRISTMAS NUMBERS, GRAPHIC, PEAN'S  
ANNUAL; ILLUSTRATED LONDON NEWS,  
BLACK AND WHITE, SPORTING AND  
DRAMATIC, &c.**  
**LETTS', SMITH'S, COLLINS' DIARIES, &c.**  
Kipling's Trophies and Discoveries... \$1.75  
The Brethren, by Rider Haggard... 1.75  
Cathedrals of England... 6.00  
Cracknell's Mathematics... 2.80  
Unwin's Machine Design... 6.00  
Glasbrook's Physics... 6.00  
Dolly's Society Book... 2.80  
Miles History of Rome... 7.00  
The Betrayal... 1.50  
Mother's Little Girl... 1.50  
Beston's Cookery Book... 1.75  
The Evil That Men Do... 1.75  
The Loves of Miss Anne, by S. B. Crockett... 1.75  
The Crisis, by Churchill... 1.75  
Tommy & Co., by Jerome Jerome... 1.75  
God's Good Man, by Corelli... \$1.75  
Pemberton's Venice... 1.75  
Brown's Nautical Almanack... 0.80  
Brown's Nautical Diary... 1.90  
Star Atlas... 3.00  
**WATER COLOUR PAINT BOXES.**  
**WRITING ALBUMS. STAMP ALBUMS.**  
**PRAYER AND HYMNS ANCIENT AND  
MODERN.**  
**THE NEW ANNUAL VOLUMES.**  
**CHRISTMAS GOODS IN GREAT VARIETY.**  
**SOLE AGENTS FOR**  
**THE ROTARY CYCLOSTYLE AUTOMATIC AND  
TYPEWRITING PROCESSES.**  
**BLICKENSDERFER TYPEWRITERS.** [a33]

**CUTLER, PALMER & CO.**

ESTABLISHED IN LONDON IN 1815.

SHIPPERS TO CHINA FOR 75 YEARS.

Their Brands are favourably known all over the World.

The following are some of their Stocks with the undersigned:—

**SUPERB OLD COGNAC,**  
\$23.50 PER DOZ.

Distinguished by Four Stars on the label.

ANOTHER FINE COGNAC, \$18.50 per doz.

Less old than the above.

**IMPERIAL BRANDY**  
\$12.00 PER CASE.

**THE ELITE OF WHISKY—  
THE "PAIL MAIL,"**  
\$21 PER DOZ.

11 Years old: the finest quality shipped.

Each bottle bears an Analyst's certificate.

**C. P. & Co.'s OWN SPECIAL  
BLEND WHISKY,**  
\$11.00 PER DOZ.

Very soft, palatable, and mature

EVERYBODY SHOULD TRY THESE

**C.P. & Co.'s INVALIDS' PORT**  
\$21 PER DOZ.

This fine Wine is old, soft, and of grand flavour.

See analysis and certificate by Professor Cassal.

**DOURO PORT,**  
\$15.00 PER DOZ.

A fine, full, and fruity wine.

**AMOROSO SHERRY,**  
\$20 PER DOZ.

**LA TORRE SHERRY,**  
\$17.00 PER DOZ.

A natural and most pleasant wine to the taste

**BENEDICTINE LIQUEUR—  
D.O.M.,**  
\$41.75 PER DOZ. QUARTS.

\$43.75 PER 2 DOZ. PINTS.

THEY ARE UNEQUALLED AT THE PRICE

AGENTS—**SIEMSEN & CO., HONGKONG** [a45]

**KELLY & WALSH, LD.**

NEW BOOKS BY ENGLISH MAIL

TRAFFICS AND DISCOVERIES,  
by RUDYARD KIPLING... \$1.75

WHOSOEVER SHALL OFFEND, by Marion  
Crawford... 1.75

ADDRESS OF VLAAY, by Stanley J.  
Weyman... 1.75

THE TRUANTS, by A. E. W. Mason... 1.75

THE BRETHREN, by H. Rider Haggard... 1.75

THE SIGN OF THE STRANGER, by W. Le  
Queux... 1.75

AUNT HULDAH, by McGowan... 1.75

CAPRICIOUS CAROLINE, by M. de Albanesi... 1.75

THE MAN BEHIND THE DOOR, by A. C.  
Gunter... 1.75

BODY BUILDING, by Sandow... 0.80

LAMIA'S DIARY, by Alfred Austin... 6.50

QUEER THINGS ABOUT JAPAN, by  
Douglas Sladen; Cheap Ed. ... 8.50

AFTER WORK, by E. Marston... 8.50

ADVENTURES IN TIBET, by Sven Hedin... 9.50

CHARACTERS OF THE SEA. LIFE STORIES  
OF SOME SEA BIRDS, BEASTS AND  
FISHES, by F. T. Bullen... 5.90

CHRISTMAS NUMBERS. GRAPHIC;  
ILLUSTRATED LON. NEWS; BLACK AND  
WHITE; HOLLY LEAVES. [a32]

DECIMAL EXCHANGE TABLES  
ON SUM OF 100 AT RATES 1-500,  
ASCENDING BY 1/10THS, AND THIS  
WORKED TO 6 DECIMALS, AND  
TABLES OF DISCOUNT AND  
PREMIUMS ON SUM OF 100 FROM  
1/32 TO 1/2, ASCENDING BY 1/32nds.  
To 5 DECIMALS, by A. D. Brent... \$13.00

ALL THE NEW DESIGNS  
IN  
CHRISTMAS CARDS FOR PRIVATE  
GREETINGS.

JAPANESE CREPE, HANDPAINTED  
AND EMBROIDERED CALENDARS.

CHRISTMAS CARDS WITH CHINESE  
VIEWS AND STREET SCENES.

CHINESE RICE PAPER CARDS WITH  
PIDGIN ENGLISH VERSES.

"A BIT OF THE BRITISH EMPIRE"  
An Album of Views of Hongkong  
\$2.00

(Postage to Europe 10 cents). [a32]

**E. C. WILKS & CO.**

CONSULTING MARINE AND ELECTRICAL ENGINEERS AND SURVEYORS

MARINE AND ELECTRICAL CONTRACTORS.

SHIP-DESIGNING AND CONSTRUCTION.

ENGINES, PUMPS AND ELECTRIC MOTIVE POWER FOR FACTORIES.

POWER INSTALLATIONS, &c.

MACHINERY AND ELECTRICAL REPAIR WORK, &c.

Agents for Messrs. W. H. ALLEN & SON'S ENGINEERING AND ELECTRICAL MACHINERY.

Agents for H. W. JOHN'S ASBESTOS GOODS.

Cable Address "MARINEWORK," Hongkong.

Telephone No. 358.

12, Beccousfield Arcade, Hongkong.

Hongkong, 24th August, 1904. [a1153]

**NERNST**

NERNST ELECTRIC LIGHT.

BEAUTY OF ILLUMINATION COMBINED WITH GREAT ECONOMY  
AS CHEAP AS GAS!

FOR PARTICULARS APPLY TO

**EDM. JOHANNSEN OR SIEMSEN & CO.** [a5a]

**CHOCOLATES**

A BIG CHOCOLATE DEPARTMENT. THE MOST POPULAR IN TOWN  
ALL KINDS OF CHOCOLATES, AT LOWEST PRICES. THE FINEST  
HANDSOMELY-BOXED CHOCOLATES AS WELL AS THE SIMPLEST PURE  
CHOCOLATES. CHOCOLATES BY THE POUND OR BY THE BOX.

**SPECIAL FOR SATURDAY**

DELICIOUS MIXED CHOCOLATES AND BON-BONS, JUST RECEIVED  
FRESH FROM CADBURY BROTHERS \$1.00 PER POUND.

**WATKINS LIMITED,**

CHEMISTS AND PERFUMERS,

WATKINS BUILDING, HONGKONG.

Telephone 344. [a37]

**LANE, CRAWFORD & CO.**

TAILORING DEPARTMENT.

AUTUMN AND WINTER SUITINGS

OF THE

LATEST AND MOST FASHIONABLE STYLES.

EXPERIENCED LONDON CUTTERS  
ONLY EMPLOYED.

LARGEST AND BEST SELECTED STOCKS  
IN THE EAST.

SEE SPECIAL LIST.

**LANE, CRAWFORD & CO.** [a4a]

Hongkong, 31st October, 1904.

**CONNAUGHT HOTEL.**

A FIRST CLASS HOTEL Situated near  
the Banks and Principal Offices.  
Excellent Cuisine and Wines.  
Large and lofty Rooms, Elegantly Furnished  
Hydraulic Elevator, hot and cold water  
throughout.  
Special Rates for Tourists.  
Launch Service for Guests.  
For Terms, apply to the  
MANAGER.  
Hongkong, 31st October, 1904. [a44]

**RUINART PERE & FILS, REIMS**

Established 1719,  
CHAMPAGNE GROWERS AND  
SHIPPERS.

Ship only the Finest Quality  
Extra Dry (Green Seal)  
LAUTS, WEGENER & CO.,  
Sole Agents.

Hongkong, 18th May, 1903. 21

**GREEN ISLAND CEMENT COMPANY**

**PORTLAND CEMENT.**

Casks of 375 lbs. net \$5.00 per Cask ex Factory  
Bags of 250 lbs. net \$3.20 per bag ex Factory

**SHEWAN, TOMES & CO.,**  
General Managers.

Hongkong, 1st September, 1904. [a1451]

**CARLTON HOUSE  
HOTELS,**

No. 8 & 10, ICE HOUSE ROAD.

THESE premises, formerly known as the  
Club Entrance and the Waverley Hotel,  
have been thoroughly renovated and furnished  
in excellent style as Private Family Hotels.  
Cool Rooms, Comfort of Residents, and the  
Cuisine a specialty.  
Apply to—  
THE MANAGER.  
Hongkong, 7th October, 1904. [1621]

**INSURANCE**

THE STANDARD LIFE OFFICE.

(ESTABLISHED 1825.)

THE Accumulated Funds of the Company  
are nearly

\$11,000,000,

and the annual revenue is at the rate of

\$3600

PER DAY.

**DODWELL & CO., LD.,**

Agents.

**HOTELS.**

**HONGKONG HOTEL**

A FIRST-CLASS HOTEL IN EVERY RESPECT

Elegantly Furnished Reading, Drawing

Music, Ping-pong and Smoking Rooms.

Private Bar and Two Billiard Rooms for

Hotel Residents.

Dining Accommodation for 300 persons.

Private and Special Dining Rooms.

European Chef and Indian Curry Cook.

Ladies' Afternoon Tea Rooms with European

Matron in attendance.

Ladies' Cloak Room.

Hydraulic Elevators to each Floor.

Bedroom Accommodation—131 rooms.

Electric Lighting throughout. Electric Fans

in Rooms, if required.

Hot and Cold Water throughout.

Wines and Groceries specially imported by

the Hotel Co.

Wines cooled by Hotel refrigerators.

Hotel Linen washed on Premises by

machinery.

Fire Extinguishing Mains and Emergency

Exits on every floor.

MODERATE CHARGES! NO EXTRAS!

**H. HAYNES,**

Manager.

[a43]

THE

**PEAK HOTEL.**

Admirably Situated. Sheltered from the

North-East Monsoon and Open to the South-

West Monsoon.

A COVERED GANGWAY LEADS

FROM THE TRAMWAY TERMINUS

INTO THE HOTEL.

Telephone No. 25.

Town Office: 7, DUNDRELL STREET.

[a14]

**KING EDWARD HOTEL.**

A HIGH CLASS PRIVATE HOTEL.

Ladies' Afternoon Tea-Rooms.

Private Bar and Billiard-Rooms.

Hot and Cold Water throughout.

Electrically Lighted. Electric Fans (if

required).

Electric Passenger Elevator to each floor.

Table D'Hote at separate tables.

For Terms, &c., apply to the—

MANAGER.

Hongkong, 10th June 1903. [a1802]

**MACAO**

AND

**CANTON**

**HOTELS.**

A LITTLE CHANGE.

THE Round Trip from HONGKONG

to MACAO, thence to CANTON and back to

Hongkong, will be found interesting and

enjoyable.

**WM. FARMER,**

Proprietor.

[a1026]

**"BOA VISTA"**

(HOTEL-SANITARIUM OF SOUTH

CHINA)

**MACAO**

HAS been re-opened under European

management and most strict supervision

as to food, cleanliness, and hygiene of the place.

All comforts of a home.

A most pleasant retreat for those desirous of

a few days rest and quiet.

Comfort



## INTIMATION

A. S. WATSON & CO.,  
LIMITED.

WINE AND SPIRIT MERCHANTS.

ESTABLISHED A.D. 1941.

THE FINE  
MELLOW  
FLAVOUR

OF OUR CELEBRATED

BLEND

VERY OLD LIQUEUR

SCOTCH  
WHISKY.

IS ATTAINED ONLY BY

GREAT AGE, BEING THOROUGHLY

MATURED AND SUPERIOR QUALITY.

UNIFORMLY MAINTAINED.

PRICE \$16.50 PER DOZEN.

A. S. WATSON & CO.  
LIMITED.

ALEXANDRA BUILDINGS.

NOTICE TO CORRESPONDENTS.  
Only communications relating to the new columns should be addressed to THE EDITOR.  
Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication, but as evidence of good faith.  
All letters for publication should be written on one side of the paper only.  
No anonymous signed communications that have already appeared in our papers will be inserted.  
Orders for extra copies of DAILY PRESS should be sent before 11 a.m. on day of publication. After that time the supply is limited. Only supplied for Cash.  
Telegraphic Address: PARSIS, Codes: A.B.C. 5th Ed.  
Liber's  
P.O. Box, 33. Telephone No. 12.

## BIRTHS.

On 22nd November, at Shumee, Canton, the wife of EMIL HUE, of a son.  
On 22nd November, at Rocklands, 7, Robinson Road, the wife of ARTHUR W. OUTREBOROUGH, of a daughter.  
On 15th November, at Shanghai, the wife of S. TH. von Goss, of a daughter.  
On 18th November, at Shanghai, the wife of WALTER ENGLAND WILSON, of a daughter.  
At Glasgow, the wife of W. P. S. TAYLOR, of a son. (by cable).

## DEATH.

On 15th November, at Shanghai, ALEXANDER ALLAN, Chemist, aged 89 years.

## The Daily Press.

HONGKONG OFFICE: 14, DES VUEX ROAD CL.  
LONDON OFFICE: 131, FLEET STREET, E.C.

HONGKONG, NOVEMBER 24TH, 1904.

PERHAPS it is proper to regard as symptomatic of Hongkong's influence in encouraging the "Europeanisation" of China the fact that a local Chinese gentleman, Mr. TSE TSAN TAI, has written a letter to the *Times*, just as any country gentleman at home might do. Mr. Tse has done more: he has favoured us with an advance proof of his contribution to the great London journal, and requested us to notice that his remarks apply more particularly to the empire of China, because "no Society exists for the purpose of protecting and preserving its ancient monuments and historical relics." Our impression was that the whole Chinese nation was in itself such a Society, and nearly every Chinaman an enthusiastic member thereof. We derived the impression from the incidents that have usually followed efforts to make roads and railways, threatening here a neglected burial mound, or there some other form of geomantic relief of *fung-shui*. However, as Mr. Tse TSAN TAI assures us there is no such Society, we must be prepared to believe that the treasures of antiquity in China are at present running a great risk as he thinks the relics of Egypt and other occidental fields of antiquarian research are exposed to.

his letter to the *Times*, he denounces the excavations "in Egypt, the Euphrates Valley, Ancient Greece and Italy," as so many "acts of vandalism"; and he appeals to "every Historian, Bibliologist, Archaeologist, and Egyptologist" to stop them. He does not explain his position with regard to manes, whether with his evident Western learning he has retained the popular Chinese beliefs in the potency for good or evil of ancestral spirits, or not. With such beliefs, it would be more easy to understand his letter, and to sympathise with the distress these "acts of vandalism" appear to have occasioned. He seems to have based his protest, however, on the one assumption that the relics removed will suffer by removal. "These priceless relics of ancient civilization," he writes, "and incontestable proofs of the history of mankind and the civilization of the world, will, in the course of time, be either burnt, lost, or destroyed. They would then be beyond recovery, and what a loss this would be to the world. Thousands of years hence, History, which is now incontrovertible and proved beyond a doubt, would be regarded as a myth." It is something difficult to reconcile the foregoing quotation with his subsequent remark that "it is a shame to open these ancient sepulchres and distribute their contents amongst the different museums of the world." For if these "incontrovertible proofs of History" are to remain buried underground, the "loss to the world" would not be appreciably reduced. This is, however, not the only inconsistency of this very interesting letter. Mr. Tse TSAN TAI almost immediately forgets that he has written of "these priceless relics," or he surely would not add: "This morbid craving for archaeological collections is contrary to the high ideals of civilization, and should be checked before it is too late." Perhaps he had some notion of this after all, for he proceeds to explain that "in order to add to our knowledge of the Earth and its history, archaeological excavations should be encouraged." . . . but the relics which are brought to light should not on any account be removed. They should be treasured in a building to be built on the spot." He anticipates objections to this, and concedes that they may be "temporarily removed to a place of safe keeping . . . till it is safe to restore them to the place of their origin." This savours strongly of the feeling "which is responsible for the return, dead or alive, of the Chinese emigrant; and as other references made by the writer with regard to the work of the archaeologists include "desecration," "respect for the graves of dead nations," and "robbery of tombs," we may fairly suppose that his regard is less for education than for superstition; and (it might be added) more concerned with hysteria than History.

Peking is said to be full of placards, hostile not only to the foreigners, but to the "Tartar" government as well.

The four unfortunate Korean "physicians" who attended the Crown Princess in her fatal illness are now in prison.

A "building boom" is reported at the city of Ichoufu. Land is at a high figure. Foreign-style buildings are going up.

The s.s. *Altanta*, released by the Russian Prize Court, arrived at Maroran, Hokkaido, Japan, on the 19th instant.

Mr. J. C. E. Douglas, a British magistrate at Shanghai, is reported to have broken his collar bone by falling from his pony.

The German gunboat *Illis* went aground at the North-East Crossing beyond Kiukiang on the 18th instant. She got off safely.

There is still friction in the ranks of the Shanghai Volunteer Artillery. The captain who resigned, it now appears, was never properly elected.

Mr. H. B. Collins, the foreigner arrested as a spy by the Yokohama *Junsei*, is now said to be a Portuguese. He returned from Port Arthur recently.

The American Consul at Shanghai has called upon the Taotai to punish the editor of a vernacular newspaper which has been defaming foreigners.

To-day being the 24th of November, the American Thanksgiving Day, there will be a Thanksgiving dinner served at the Kowloon Hotel to-night.

At the Union Church Literary Club this evening Mr. T. Swaby will read a paper on "The Philippines, their people and various stages of government."

Messrs S. C. Farnham, Boyd, & Co. undertook the work of salving the sunken mail tender *Whangpoo*, in the river at Shanghai. We published details of the collision last week.

His Excellency Chou-fu has advised the Chinese Government to employ more British for financial, and Japanese for military, reforms. The compliment is almost a double-edged one.

Judgment in the action brought by the Osaka Shosen Kaisha against the owners of the s.s. *Prometheus* may be given by the Chief Justice on Friday.

Last evening there was admitted to the General Hospital a Chinese woman who had been knocked down by a tramcar. She was not expected to recover.

The Canton Amateur Theatrical Society will produce "Jane," a three-act farce, at the Canton Club Theatre on Saturday evening, commencing at a quarter-past nine.

The Chinese Government has informed the American Minister, Mr. Conger, that it has decided to cancel the concession to the American Company for the Canton-Hankow railway.

The Victoria Recreation Club and Hongkong Boat Club crews, taking part in the Canton Regatta, leave for Canton to-night. Many of their friends are going up with them. The first race commences at 1 p.m. to-morrow.

A Shanghai commission agent named James Mitchell was prosecuted by the Crown Advocate there on the 15th instant for frauds on Chinese merchants. He was arrested on the French Mail just leaving for home. He was sentenced by the Supreme Court, after trial by jury, to six months' imprisonment.

The Amateur Dramatic Club again played "Doro" by "to an appreciative audience at the City Hall last night. The performers are now settling down to their parts, and the piece went off with perfect smoothness, encores being frequent. It is to be repeated this evening, on Saturday, and on Monday.

Mr. D. W. Stevens, recently appointed Japanese Adviser to the Korean Foreign Office, was entertained by the American Association of Japan early this month at Tokyo's famous Maple Club. Replying to a toast, he said he would do his best to cultivate good relationships between Japan and Korea.

Another numerous and appreciative audience at the Tent at Causeway Bay last night testified to the popularity of Harman's Circus. The troupe, led by Nellie, Jonnie, and Willie Harman-Love won especial favour; the entire performance being of a most varied and pleasing character.

One of our most esteemed contemporaries seems to think the Chinese Minister in London is a wooden ship in need of repair. It announces "The probability is that his Excellency will be recalled by next spring." Another contemporary reports that Chang Tsi-yi is to be supplanted (at the London Embassy) by Tso Ping-lung, an expectant Taotai, and formerly Consul in Bombay.

This afternoon at Happy Valley a match will be played between teams representing H.M.S. *Vengeance* and the West Kents. The latter team have never been beaten since leaving England, and as the *Vengeance* team holds a good record in the East, followers of football who are in attendance should witness an exciting game. The following will represent H.M.S. *Vengeance*: Marchant, goal; Brown and Gordon, backs; Morris, Davis, and Cornick, halves; Ravel, Keywood, Burness, Gilbert and Plummer, forwards. Kick-off, 4 p.m.

The general committee of Lodge St. John (618 S.C.) has arranged to hold a banquet and concert to celebrate St. John's Day (12th December). It has been decided that the banquet be a subscription one, only Master Masons to be permitted to attend. The following sub-committees were appointed:—Supper and Wine Committee—Wor. Bros. H. Horley, J. A. Tarrant, and Bro. J. L. Cotter. Invitation Committee—Wor. Bros. H. Horley, J. Dickie, and H. B. Bridger. Music Committee—Wor. Bro. H. Bridger, Bros. C. J. Tyndale, Lea, H. F. Campbell, A. P. Goodwin, and J. L. Cotter. Decoration Committee—Wor. Bros. H. Horley, J. A. Tarrant, J. Dickie, H. B. Bridger, C. F. Focken, H. T. Jewitt, Bros. J. L. Cotter, R. Hemmings, C. J. Tyndale, Lea, E. A. Early, H. W. Strike, A. P. Goodwin, and A. Ritchie.

## AN INTERESTING WEDDING.

At St. John's Cathedral yesterday afternoon Captain Gny Eginund Archer Gaunt, commander of H.M.S. *Vengeance*, and Margaret, widow of Mr. Philip Jukes Worthington, of Leek, Staffordshire, second daughter of Mr. Thomas Wardle, of Leek and Swinley, were married. The Rev. W. H. Chappell, of H.M.S. *Vengeance*, performed the ceremony. The bride looked very sweet in a dress of cream lace over cream silk and a picture hat of cream ostrich feathers. She was given away by the Hon. Gershom Stewart, while Mrs. Gershom Stewart lent her support to the bride. Capt. Harris, R.M.A., of the *Vengeance*, acted as best man. As the newly wedded couple came out of church they were greeted with showers of rice, and on their position in chairs, a number of blue-jackets who were present took the places of the chair coolies, and bore their Commander and his bride to the residence of Mr. Murray Stewart at the Peak. The bride arrived yesterday morning by the s.s. *Prinz Eitel Friedrich*, and was brought from Kowloon to Hongkong by Commander Gaunt. As his boat passed the *Vengeance*, he was heartily cheered by the men and officers on board. The happy couple will shortly leave for Macao and the West River on their honeymoon.

## TELEGRAMS.

## GENERAL NEWS.

["DAILY PRESS" SERVICE.]

## GERMAN-AMERICAN ARBITRATION TREATY.

LONDON, 23rd November.

An arbitration treaty between the United States of America and Germany has been signed at Washington.

## BLIZZARD IN GREAT BRITAIN.

LONDON, 23rd November.

A blizzard has swept over Great Britain, with frightful results in many districts. There are numerous wrecks on the coasts; the railway traffic was disorganized, trains being blocked; and a formidable list of fatalities is daily increasing in the Press.

[REUTERS' SERVICE.]

## THE JAPANESE HOUSE TAX.

LONDON, 21st November.

The League Tribunal on the Japanese House Tax question was opened yesterday.

## THE WAR.

["DAILY PRESS" SERVICE.]

## THE NORTH SEA ENQUIRY.

LONDON, 23rd November.

The Emperor of Austria has been requested to appoint the fifth commissioner for this enquiry.

[BY COURTESY OF JAPANESE CONSUL.]

## CONFLAGRATION AT PORT ARTHUR.

TOKYO, 23rd November.

Our Port Arthur army reports that the buildings near the Arsenal caught fire about noon on the 22nd instant owing to the bombardment by our naval guns, and until 9.30 p.m. they were still burning.

[REUTERS' SERVICE.]

## ANOTHER VERSION.

LONDON, 21st November.

The correspondent of the *Express* at Canea wires that the officers and men of the Russian Baltic fleet, in a state of wild intoxication, roamed about the streets, insulting and assaulting the inhabitants. In their drunken brawls they murdered at least five persons. Forty Russian sailors deserted from their ships.

## AN AFFAIR FOR VOLUNTEERS.

LONDON, 21st November.

General Kuropatkin reports that on the night of the 16th October four volunteers blew up a Chinese building on the Russian left, occupied by 25 Japanese, all of whom were killed or wounded. Otherwise everything was quiet.

(From Northern Papers.)

## THE RUSSIAN DESTROYER AT CHEFOO.

CHEFOO, 16th November.

There has been a snowstorm since yesterday morning. The Russian destroyer No. 2 arrived here at about 6 a.m. It is the *Ratstorpny*, which sank the *Hipsang* on the 16th of July last. The warships lying in the harbour are the American cruiser *New Orleans* and the Chinese cruiser *Haiyung*. Captain Chen of the *Haiyung* called on the Russian destroyer and after conferring with the captain of the latter for a few minutes on deck, left for his own ship. It is reported that furious firing was heard last night. The captain of the *Ratstorpny* states that he received sealed orders to leave Port Arthur last night. At 11.30 p.m. he came out of the harbour, and was pursued by the Japanese fleet for some time, but managed to escape, taking advantage of the snowstorm. There was no engagement last night. The *Ratstorpny* came to Chefoo presumably for the purpose of communicating secretly with the Russian authorities. She shows several traces of shells, but has no serious damage. It is stated on the best authority that it has been decided that the *Ratstorpny* shall be disarmed at once. The captain of the cruiser *Haiyung* states that at 11 a.m. the Russian Consul here officially communicated to the Chefoo Taotai that the *Ratstorpny* will be disarmed and placed under the protection of the Chinese Navy. The necessary proceedings in consequence are expected to take place off the coast of the Chefoo island.

TOKYO, 16th November.

If the Chinese authorities fail to enforce the twenty-four hours regulation (to leave or disarm) Japan is entitled to take upon herself the disposal of the destroyer, but she will reserve her right of so doing for the time being and merely watch the proceedings.

## MORE RUSSIAN NAVAL PANIC.

CHEFOO, 17th November.

The Russian destroyer *Ratstorpny* was blown up by her own crew, and sank at a little past 7 p.m. yesterday.

TOKYO, 17th November.

Prior to the sinking of the *Ratstorpny* a false report of the arrival of a Japanese man-of-war outside was circulated in Chefoo. Three Japanese destroyers did actually appear there at 7 a.m. to-day.

## THE "RATSTORPNY'S" CREW.

CHEFOO, 18th November.

Captain Plin, two officers, and about a hundred men forming the crew of the Russian destroyer *Ratstorpny*, had their arms and ammunition with them when they landed. As there were other infringements of international law, it has been decided, the matter having been taken up by the Japanese Government, that the crew shall be detained on the Chinese cruiser *Haiyung*.

TOKYO, 18th November.

It is announced from Chefoo that the Taotai there proposed the detention of the *Ratstorpny's* complement with their arms and ammunition on board the cruiser *Haiyung*, the required oath being signed by the officers and men. The Russian Consul agreed to this, and the proceeding was concluded last night.

## NEWS FROM THE SHAHO.

TOKYO, 18th November.

The recent reconnoitring operations of the Russians have been rather extensive, which probably forebodes coming activity.

## FOOTBALL.

HONGKONG FOOTBALL CLUB v. Y.M.C.A.

This match was played at Happy Valley yesterday between the following teams:—  
Hongkong Football Club:—Chard, goal; Aucott and Loureiro, backs; Henderson, Brown and Wemyss, halves; Seth, Sayer, Humphreys, Davies and Maddaford, forwards. Y.M.C.A.:—Rudledge, goal; A. Ellis and Gilbert, backs; Sanders, Piercy, and E. Ellis, halves; Le Breton, Scott, Hamilton, Forbes and Kincaid, forwards. This was the first test of the Y.M.C.A., and all things considered, they have started off very well. The players had a tendency to bunch, and during the game there were often three men on the ball, or the men were wanting. There was no score during the first half, but in the second Forbes shot one for the Y.M.C.A. out of a scramble in front of the goal. This was shortly followed by an equaliser for the Club by Wemyss, who, with a beautiful oblique shot from the left wing, sent the ball between the posts.  
Result: Club 1, Y.M.C.A., 1.

## HONGKONG CHESS CLUB.

CITY v. SUBURBS.

The Hongkong Chess Club held the first match of the season, City v. Suburbs, at the Librarian's room of the City Hall last evening. Mr. M. J. Danenberg captained the City team, and Mr. C. H. Falloon the Suburbans. The result, a draw, was as follows:—  
M. J. Danenberg beat C. H. Falloon  
J. H. Kemp lost to E. J. Mosses  
Dr. J. Lukban lost to A. P. Goodwin  
B. L. Batalawara lost to W. W. Polling  
C. E. Woolmer beat L. D. Oliver  
T. Swaby beat J. B. Pidgeon  
Mr. Danenberg opened against Mr. Falloon with the King's Knight Gambit. This opening, indeed, was played in four of the games. Mr. Mosses opening against Mr. Kemp, Dr. Lukban against Mr. Goodwin, and Mr. Polling against Mr. Batalawara. Mr. Woolmer opened against Mr. D'Oliver with Ray Lopez; and Mr. Pidgeon against Mr. Swaby with the Scotch opening.

## A GANG OF ARMED ROBBERS.

On Tuesday evening a gang of six armed robbers entered a house in Hung Lung Street, close to the fire station, while the fire brigade were away at the fire near Wellington Barracks. They held up the occupants, and were ransacking the place, when they were disturbed by the arrival of a man, probably the master of the house. They quickly decamped, but not before an alarm had been given. Two of their number were caught, and will shortly appear before the Court. The arms carried by the burglars were daggers.

## FIRE AT WEST POINT.

FOUR GODOWNS GUTTED.

A fire occurred at No. 2 Godown, Chung Kan lane, between four and five o'clock yesterday afternoon, and although the fire brigade was quickly on the scene, very little was saved. The fire broke out among some rice husks, and some coolies in the godown were the first to give the alarm. The flames spread quickly, and before the fire was got under, the goods in the three adjoining godowns were destroyed. The fire caught on to other houses in the lane and also extended to Des Vaux Road. Three of the godowns are owned by the Man Fat Yuen firm, and one by the Fu Fung firm of Wing Lok Street. The damage is estimated at \$300,000, and the goods and property are insured to the extent of \$75,000 with various Insurance Companies. It is reported that the Police were greatly hampered in their work by European spectators, and that some disreputable scenes were witnessed.

## CANTON.

(FROM OUR CORRESPONDENT.)

Canton, 22nd November.

MEN COME AND GO.

Mr. James Scott returned to Canton yesterday, after an absence of eleven months at home. Mr. Campbell, whom he relieves, is to go to Swatow. The French and German Consuls here are also new arrivals, and the Commissioner of Customs, Mr. Mayers, has not been here long. The "floating" character of outport population is well illustrated by these changes.

## THE VICEROY.

has not yet returned from Kwangsi province and it seems unlikely that he will do so for some time. He has just sent a large order for arms and ammunition for his troops to the authorities here. The Governor (whose office, it is rumoured, may be abolished) is in charge, and he will take over the seals of office from the Hoppo on the 1st of the 11th moon (7th December). The coming abolition of the famous office of Hoppo has already been announced in your columns.

## THE NEGATTA.

which is to be held on Friday and Saturday afternoons, promises to be more successful this year than last. Arrangements have been made providing for the comfort of visitors, and these include a grand stand on the north side of the river. The racing should be interesting, though hopes of beating Hongkong are scarcely entertained here.

## CANTON CLUB.

The "Yellow Peril" received a severe shock here last night when it was decided by a majority composed chiefly of Germans that no Asiatics are to be admitted as members of the Canton Club. This step (an amendment to one of the new rules now being drawn up) seems to be quite gratuitous, as anyone not desired as a member can be prevented from joining in the usual way. However, it seems a waste of time to discuss this question after the fact. Your readers will form their own opinions on the subject.

## A VERY MODERN SHIP.

THE N.D.L. "PRINZ EITEL FRIEDRICH."

The *Prinz Eitel Friedrich* is now alongside the wharves at Kowloon, on her maiden voyage; no one should miss a visit to her. The Captain is particularly proud of his steering gear, the easily closed watertight compartments, a turbine dynamo on the boat deck, by means of which the boat deck could be lighted up in time of emergency, the steam whistle arrangements, synchronised clocks, telephones, boat davits and the gymnasium. The rudder is similar to that of a modern warship, submerged and out of sight. The vessel in time of war, therefore, would stand a much better chance on this account. A special engine works the rudder, and this is regulated by hydraulic steering gear on the bridge. There are eleven water-tight compartments. To close the doors of these one has only to turn a little wheel on the bridge. Before doing so, however, a pin has to be withdrawn from a socket, and this sets electric alarm bells placed near each door ringing. There is a loud-speaking telephone from the poop to the bridge. The steam whistle is blown either by a hand lever or an electric button. By turning one switch it sets the steam whistle blowing a continuous succession of blasts, with a minute interval between each of them. In the chart room the cover of the chronometer box has crystal ports, so it is unnecessary to open the lid. The clocks throughout the ship, ten in number, are regulated by electricity, so by moving the hands of the one in the chart room you move the whole lot. The boat davits are much stronger than those usually seen in ships, being made of hollow steel. Some of the ventilators are such that they never require to be turned away from the rain and spray—they have cowls. In the cabins also there are ventilators which may always, no matter how bad the weather, be kept open. There are side light rooms—not little towers as in some steamers. These may be heated by electric stoves, so as to keep the windows clear of frost in cold weather. The life-boats are of iron, being provided with watertight tanks. Both hooks are let go at the same time by a patent arrangement. The lifeboats are not circular as we generally see, but shaped like a horse-shoe. It is not necessary to be a good swimmer to get into one of these. Fire hydrants with hoses always connected are at different parts of the vessel. "Fire stations" is an easy evolution. The first class saloon has artistically painted panels, square windows with automatic screens and fringed curtains, and large electric fans. All cabins in both first and second class, are provided with electric fans. The furniture in the ladies' parlour is only temporary, as the regular furniture is at the World's Fair, St. Louis Exhibition. There are special state-rooms for those who like to pay higher tariff. There is a very nice little nursery. The smoking room is provided with patent rubber pavement, put together from small pieces. The ship's drinking water all passes through patent filters; and the cold storage and refrigerating arrangements are very fine. The passengers' letter box, by the way, is quite an elaborate affair. In the gymnasium on the upper deck there are arrangements for taking exercise in every shape and form. The most attractive are the electric "shaker," electric horse, swimming exerciser, rowing and waist exerciser. The *Prinz Eitel Friedrich* is a two funnel vessel of 8,864 tons gross; speed from sixteen to seventeen knots.



## SUPREME COURT.

Wednesday, 23rd November.

IN ADMIRALTY JURISDICTION.

BEFORE SIR H. S. BAKER (CHIEF JUSTICE)  
AND CAPT. HON. BARNES-LAWRENCE  
(N.AUTICAL ASSESSOR).N.D.L. "WONGKUI" v. B.I.S.S. "UJINA."  
This was a consolidated action between the Norddeutscher Lloyd S.N. Co., as owners of the British India s.s. *Wongkui*, and the British India S.N. Co., as owners of the s.s. *Ujina*.  
The Hon. E. H. Sharp, K.C., instructed by Mr. Gedge of Messrs. Johnson, Stokes and Masters, appeared for the N.D.L., and Mr. M. W. Slade, instructed by Mr. John Hastings, for the B.I.S.N. Co.Sydney Smith Bull, master of the *Ujina*, was called. He had held a master's certificate since 1870 and had been master since 1891. On the 23rd August last he had commanded the B.I. s.s. *Ujina* for about nine months. He had previously brought ships to Hongkong about a dozen times, always in daytime, though he went out on one occasion at night. He took a Chinese pilot outside the harbour, but gave the executive orders himself and was himself responsible. The *Wongkui* was between half a mile and a mile ahead of his ship when he entered Sulphur Channel. The third officer, helmsman, and Chinese pilot were then on the bridge in addition to himself. The helmsman was a Chinaman—he gave orders to him in Hindustani. The lookout man and leadman were also Indians. The latter was using the lead. Outside witness asked the pilot if there was plenty of water in the Sulphur Channel. There was, and therefore it was unnecessary to use the deeper Northern Channel. Green Island was about at 7.25 p.m.—he knew that by the third officer's notes. Outside he was driving his ship—at about nine knots—trying to save daylight. Before reaching Sulphur Channel there was a reduction of speed to about seven and a half knots.His Lordship—The question is not one of excessive speed. It is not that which made the *Ujina* run into the *Wongkui*. The question is, was there a red light or not on the *Wongkui*? Such would render her contributory to the accident.Witness, continuing, said he did not know how his ship was heading after leaving entered the harbour. He covered up the compass so that the light should not blind his eyes. After entering Sulphur Channel he starboarded his helm to get into deep water near Stonecutters. He did not know that the name of the vessel he struck was the *Wongkui* till after he collided with her. He saw the blaze of lights first about two to three points on the port bow. After starboarding he had to get out of the way of a junk—he ported a trifle and afterwards then resumed his course. He next ported because the man at the lead gave him small water—five and a half. He concluded subsequently that the sounding was wrong, because the leadman afterwards gave him a wrong sounding when he was at anchor. He went a little distance, ported, and brought the *Wongkui* two points on his port bow. She was then showing a number of white lights, no navigating lights being distinguishable. He took the blaze of lights to be at the stern or quarter of a steamer under way. He next starboarded so as to pass to the westward of the lights, and got to an anchorage off Stonecutters Island. He suddenly saw a red light amongst the white lights of the other steamer—the vessel being about two points on his port bow, and that light on her. He had taken the white blaze of light to be on the ship's starboard quarter, but when he saw the red light he took her to be crossing his course. He thought she was going to the westward, swinging round to come down into the Sulphur Channel. He had starboarded his helm and his ship was turning to port, but when he saw the red light he promptly ported. The engines were going half speed ahead. Porting would at first stop his vessel from swinging to port. If the other ship had been steering to the westward that manoeuvre would have cleared her without any other. He next heard three blasts from the *Wongkui's* whistle, and went full speed astern. He gave the order, "Stand by your anchor," and the light went out shortly afterwards. He noticed two bright lights above the awning of the *Wongkui*. It was impossible that that red light was on another steamer. He had seen a river steamer some minutes previously. When he struck the other ship the *Ujina* was only just moving through the water; the speed had been taken off of her, and she got on starward a few seconds afterwards. The anchor let go, with fifteen fathoms of chain, had little effect in checking the ship at that moment; it was the engines, he thought. Some little time after the collision, after he had backed out and anchored, a steam launch came alongside with two gentlemen in it. One introduced himself as the superintendent of the N.D.L.—He asked if witness had heard the three blasts. Witness replied that there would be a court of enquiry; the *Wongkui's* red light had caused the collision. The stem of his ship was twisted to starboard.Witness told His Lordship that the chief engineer had said he was foolish to tell the N.D.L. superintendent about the red light—now the *Wongkui* had got six Chinese witnesses to give evidence to the contrary.

His Lordship—You did the correct and upright thing.

Witness—But I am not a lawyer, My Lord, and it struck me afterwards that I had no right to give them my strong point. (Laughter).

Cross-examined, witness said that he told the pilot, who had said "me see red light," he wanted his evidence, but the man was all

"jabber, jabber." He told him he did not want his talk, the pilot went away, and he had not seen him since. (Laughter).

This was the last witness. Counsel addressed His Lordship.

The case was adjourned till this morning.

IN SUMMARY JURISDICTION.

BEFORE HIS HONOUR T. SERCOMBE SMITH  
(PUNISH JUDGE).LIEUT. LUMSDEN, R.G.A., v. H.K. AND KOW-  
LOON WHARF AND GODOWN CO.

His Lordship gave judgment in this case. The plaintiff sued the defendant company on account of personal injuries and damage to clothes caused by alleged negligence on the part of employees of the defendant company. A collision had occurred near the Kowloon Ferry landing, on the 6th ult., between a ricksha in which the plaintiff was riding and one of the company's cargo trucks.

Mr. E. J. Grist (of Messrs. Wilkinson and Grist), appeared for plaintiff, Mr. H. W. Looker (of Messrs. Dawson, Looker and Deacon), for the defendants. His Lordship said:

In this action the plaintiff seeks to recover the sum of \$200 for damages sustained by him in a collision alleged to have been caused by the negligence of the servants of the defendant company. About 3 p.m. on the 6th Oct. last the plaintiff was riding in a ricksha along the public road running in front of the defendants' godowns at Kowloon, between the west corner of Elgin Road and the terminal wharf of the Star Ferry Co., Ltd. A short distance in front of the ricksha was Lieut. Macdonald, R.G.A., on a bicycle. When the ricksha was opposite wharf No. 2, belonging to the defendant company, a collision occurred between the ricksha and a truck worked by some servants of the defendant company. As a result of the collision the plaintiff was thrown out of the ricksha, and suffered damage to his clothing and person. Though the evidence was conflicting, the following facts are established:—

(a) That the plaintiff looked to see if any truck was about to cross his path;

(b) That the view of the road end of the wharf was obstructed by things on and about that end of the wharf;

(c) That the ricksha was moving at about a walking pace a few seconds before the moment of collision;

(d) That the truck had been moved from the wharf end across the road by coolies at a jog-trot;

(e) That the truck was not under effective control;

(f) That the puller of the ricksha at the last moment quickened his pace in an attempt to cross in front of the truck;

(g) That the ricksha puller was on his own proper side of the road;

(h) That no warning was heard by the plaintiff and that no adequate warning was given.

The questions to be answered are:

(1) Were the defendant's servants negligent?

(2) Was the plaintiff negligent?

(3) Was the ricksha puller negligent?

(4) If the ricksha puller was negligent, is his negligence imputable to the plaintiff?

First then, were the defendant's servants negligent? If they were, and such negligence resulted in a wrong being committed, the defendant company is answerable for that wrong and its results because such wrong was committed in the course of the service of the defendant company and for its benefit. Though the company may not have authorised the particular act complained of, yet it has put coolies in its place to do the class of acts and must be answerable for the manner in which its agents conducted themselves in doing the business which the company had enjoined them to do.

To constitute negligence on the part of these servants of the company they must have omitted or failed to use due care and caution for the safety of persons or property. If the company have a right to move its trucks across the public road, it must move them with care, so that persons and vehicles using the road may not be injured. There was a duty on the company to exercise such reasonable care and to take such reasonable precautions as ordinary prudence dictated to protect the public from injury when its trucks were crossing a public road on which its rails were laid. This duty the defendant company failed in the present instance to discharge. The truck in question was being moved at too fast a rate and was not under a proper state of control. The alleged special warning by shouting was inadequate, and the notice boards, "Beware of the trucks," did not constitute more than a warning that trucks moving at a reasonable pace might be encountered. I find therefore that the company, by its servants, was negligent, and that, as the result of such negligence, a wrong was done to the plaintiff of which the natural and probable consequence was the injury to person and raiment incurred by the plaintiff.

The next question concerns the negligence of the plaintiff himself. In my judgment no negligence can be traced to him. Then, was the ricksha puller negligent? I do not say that he could not have averted the collision, in the opinion of the plaintiff and his brother officer, the puller did all that could have been done under the circumstances. They were eye-witnesses and could form a fair estimate of the exigencies of the situation. The position of the puller seems therefore to have been that of a person who, on the spur of the moment, had to make up his mind how to evade a suddenly impending danger raised by want of care on the part of another person. Under such conditions he is excused if he failed to act with perfect skill and presence of mind, and is not guilty of contributory negligence.

Having found the facts and having applied the law to them, the defendant company is, in my judgment, liable to the plaintiff in damages.

I need not go further, but as the question was argued as to whether contributory negligence on the part of the ricksha puller (had he been found guilty of such negligence) would have been imputable to the plaintiff so as to prevent him from recovering damages from the defendant, I will deal with the relation which exists between the hirer and the puller of a ricksha. For many years the doctrine of identification had judicial vogue in England. Under it a passenger who had selected the particular conveyance by which he travelled was so far identified with the driver that, if any injury was sustained by him from collision with another vehicle through the joint negligence of his own driver and that of the other vehicle precluding the former from maintaining an action against the latter, the passenger was himself equally precluded. (Addison Torts 6th Ed., p. 27). This doctrine was declared not to be the law in 1888 by the House of Lords. The law in this respect now is that a plaintiff is not precluded from succeeding in an action for negligence by reason only of the contributory negligence of a third party who is not either his servant or his agent. The question then is, was the puller of the ricksha the servant or agent of the plaintiff?

In *Mills v. Armstrong* 13 Appeal Cases at p. 8 Lord Herschell said:—"The relation between the passenger in a public vehicle and the driver of it certainly is not such as to fall within any of the recognised categories in which the act of one man is treated in law as the act of another." And His Lordship makes it clear at pp. 5 and 6 that the recognised categories to which he referred are those of master and servant and employer and agent acting within the scope of his authority. At p. 16 Lord Watson said: "Individuals who are injured, without being personally negligent, are nevertheless disabled from recovering damages if, at the time, they stood in such a relation to any one of the actual wrongdoers as to imply their responsibility for his act or default." Thus relation cannot be other than the two classes of relation referred to by Lord Herschell. Again at p. 18 Lord Watson stated that in his opinion "an ordinary passenger by an omnibus or by a ship is not affected, either in a question with contributory wrongdoers or with innocent third parties, by the negligence, in the one case of the driver, and in the other of the master and crew by whom the ship is navigated, unless he actually assumes control over their actions and thereby occasions mischief."

Lord Herschell therefore lays down the general proposition of law that the relation between the passenger in a public vehicle and the driver of it is not the relation of master and servant or employer and agent, but this general proposition appears to be restricted by Lord Watson to the case where the passenger does not assume control over the driver's action so as thereby to occasion mischief.

In the present case, the ricksha hired by the plaintiff was not a private ricksha, but a public vehicle within the definition of section 2 of Ordinance No. 8 of 1887, where public vehicle is defined to mean any chair, carriage, jinricksha, or other vehicle of any kind which plies for hire in the streets for the carriage of passengers. Moreover, the plaintiff, beyond properly ordering the puller of the ricksha to go slowly and directing him whither to take him, did not assume any control over his actions whereby mischief was occasioned. The plaintiff therefore seems clearly to come within the general proposition laid down by Lord Herschell as modified by Lord Watson. So that even if I am incorrect in holding that there was no contributory negligence on the part of the ricksha puller nevertheless the plaintiff must succeed against the defendant company whose servants were guilty of negligence, because the plaintiff, being guilty of negligence, assumed no such control over the ricksha puller as occasioned the mischief, and is not therefore responsible for the negligence of the ricksha puller.

In perusing Ordinance No. 7 of 1897 by which the defendant company was authorised to lay down, &c., the tramway on which the collision in this case occurred, I found that, by section 13, the rights, powers and privileges granted by the Ordinance were to continue in force for twenty years from the 23rd day of September, 1884, with power to the Governor-in-Council by order to be published in the *Gazette*, to declare an extension of the duration of such rights, powers and privileges for any further term not exceeding ten years at a time.The rights of the defendant company to lay down, maintain, work and use the tramway in question seem therefore to have expired on the 22nd day of September 1904, or several days before the collision between the plaintiff's ricksha and the defendant's truck occurred; for the *Gazette* has not published any Order-in-Council extending the term of such rights beyond the 22nd day of September, 1904. This opens up a nice question as to the legality of the acts of the defendant company in moving trucks on the said tramway after the 22nd day of September, 1904. I merely advert to this state of affairs, but do not base my judgment upon it, because the point was not noticed during the course of the action.

As regards the damages to be awarded to the plaintiff, I fix the sum at \$100. There will therefore be judgment for plaintiff for \$100, and costs.

CHEUNG HOK YING FIEM v. LING SHING.

The plaintiff firm sought to recover from the defendant \$257.30 in respect of coal alleged to have been supplied to him.

Mr. H. Harding (of Messrs. Evans and Harston) appeared for the plaintiff; and Mr. E. J. Grist defended.

Mr. Grist asked that the order be made payable in instalments. The defendant could neither read nor write, but had always left his affairs in the hands of the accountant, not available.

He offered \$20 a month.

Mr. Harding said that the bill was over a year old, and further that the defendant had quite recently returned to the Colony, having run away to avoid payment of his debts.

An order was made for the defendant to pay \$50 a month, the first payment to be made in seven days.

DEATH OF AN OLD AMERICAN  
NAVAL OFFICER.

FORMERLY WELL KNOWN IN THE FAR EAST.

The American Navy journals, brought by the mail steamer *Empress of Japan*, announce the death of Paymaster Edward Norman Whitehouse, U.S. Navy (retired), at Varese, Lake Como, Italy, on the 20th of last month. At one time Paymaster Whitehouse was a well-known and familiar figure among Army and Navy men and the foreign official residents in the Far East, and had a wide circle of acquaintances among English military men everywhere. He served a full cruise in the historic old *Monroe*, during the 'seventies, and was wrecked in the gunboat *Asheuet*, on the Lammock Rocks, outside of Amoy, in 1884. Since his retirement, in 1898, Paymaster Whitehouse had resided almost continuously in Europe, mostly in Switzerland, where his wife was buried in 1897. His niece, Lady Ramsay, a daughter of William Fitzhugh Whitehouse, of Kent, England, and her husband, were with him when the end came, after a brief illness. Three brothers survive him, one of whom is Cope Whitehouse, the celebrated Egyptologist. Paymaster Whitehouse, born sixty-three years ago in New York City, was a graduate of Columbia College, and a member of an ancient and wealthy Anglo-American family, being a son of Bishop Henry John Whitehouse, one of the most learned and brilliant prelates of the Episcopal Church in America, who received honorary degrees from Oxford and Cambridge Universities, and was the intimate friend, for many years, of the great English Churchman, Dr. Arthur Penrhyn Stanley, the good and gentle Dean of Westminster.Paymaster Whitehouse entered the Navy as an acting assistant paymaster in December 1862, and was assigned to duty in the river ironclad *Chocoma*, in which vessel he experienced much hard service and saw a deal of fighting, in the backwaters of the Mississippi River, during the Civil War. Porter's "Gunboat Squadron," as it was called, was constantly employed "driving the enemy" from the banks of the Yazoo and Red Rivers; and in these fierce encounters, which largely prevented the concentration of Confederate troops in those localities, and hindered them crossing the secluded waterways of Louisiana, the *Chocoma*, commanded by Lieutenant (now Rear-Admiral) E. M. Ramsay, became famous. He also served before Vicksburg, and in many minor engagements during the closing period of the great War for the Union. When peace finally settled over the land, instead of returning to civil life and law studies, as was contemplated, he decided to remain in the Navy. After various promotions, and service chiefly on the North Atlantic, European, and Asiatic stations, he attained the rank of Paymaster in 1877; and for a time, during the administration of the late William C. Whitney, as Secretary of the Navy, he was acting Paymaster-General of the Navy.Such is the record, briefly written, of the recently deceased officer; but it remains to be said, when considering the performance of all his duties, and the high character of his personal qualities, that "Ned" Whitehouse, as he was affectionately called by his intimates and comrades of long ago, was like unto that most noble Cavalier of olden time, for whose shield was written, *Sans peur et sans reproche*. Ever always in him, was the gentleman apparent. "We must be gentle, now we are gentlemen," and those words of Shakespeare's might properly be transcribed for his maxim, to meet the circumstances of daily life. But there are no words to manifest the aching void, the utter grief, that appals the solitary figure left alone in the by-way, who has travelled with him in the happy sunshine, and walked with him through the shadows in the Dark Valley; who has been privileged to share in his loyal friendship, his tender sympathy, and his never-ending kindness, for a period of time that is approaching half a century.

THOMAS GIBBONS, U.S.N.

ROMAN CATHOLIC FESTIVAL.

In view of the approaching religious festival in connection with the Jubilee of the Immaculate Conception, we are requested to publish the following programme:—

1.—On Saturday 26th instant and Saturday, 3rd December next, there will be a Low Mass, with choir accompaniment, at 7.30 o'clock at the Cathedral. A short sermon will be preached during Mass.

2.—A solemn Novena will be held at the Cathedral, Glencly, on the 25th November, 1904, and following days, at 5.30 p.m.

3.—The Celebration Days are fixed for the 7th, 8th, 9th, 10th, and 11th December next.

On the 7th December, Solemn High Mass will be celebrated at 7.30 a.m., the music being provided by a special choir.

At 5 p.m. there will be Solemn Vespers followed by the benediction of the blessed Sacrament.

On the 8th at 7 a.m. General Communion. At 8 a.m. Solemn High Mass with special choir as on the previous day. At 4.30 p.m. Sermon, followed by consecration of the congregation to the E. V. M., and Procession around the Cathedral Buildings, then benediction of the blessed Sacrament.

In the evening at 8 p.m. Illumination of the Cathedral Buildings and Campanile. All the Faithful are earnestly solicited to illuminate their private residences and public Catholic institutions will be invited to do likewise.

On the 9th at 7.30 a.m. Requiem Mass for the repose of the soul of the faithful departed.

On the 10th at 7.30 a.m. High Mass.

At 4 p.m. laying of the Foundation Stone of a new Church at Kowloon to be consecrated to the blessed Virgin.

On the 11th December, the programme in the morning will be the same as for the 8th idem.

At 5 a.m. Te Deum and benediction of the Blessed Sacrament.

## XMAS IS DRAWING NEAR.

THE MOST ACCEPTABLE FORM OF

## GREETING

IS A LOCAL VIEW TAKEN BY YOURSELF ON A

## XMAS SLIP-IN MOUNT.

## LONG HING &amp; CO.,

PHOTO GOODS DEALERS,

17A, QUEEN'S ROAD,

(Same Premises as Messrs. Ah Chee).

Hongkong, 10th November, 1904.

## POLICE COURT.

Wednesday, 23rd November.

BEFORE MR. H. H. J. GOMPERTZ (FIRST  
POLICE MAGISTRATE).

## ASSAULT.

The master of a cargo boat was charged with assaulting his wife. A sergeant of police was attracted to the scene by the large crowd he saw witnessing it from Blake Pier. He went aboard and found the woman lying in the stern of the boat screaming. She had a jagged wound on the head, and marks on the ankles and wrists. The defendant told his wife that his wife was a silly, and while doing so with the piece of wood produced in Court, had struck her own head, thereby causing a wound. This yarn did not wash, and the defendant has now commenced his term of six weeks' hard labour.

## HOUSEBREAKING.

Two Chinamen were charged with house-breaking. It appears that they watched a lady looking up, and leaving her house at No. 136, Kerner Street. As soon as she was out of sight they approached the premises and lifted the door off its hinges. They entered and replaced the door, and were carrying away a bundle of goods by the back entrance, when they learned that they were required at the police station. On appearing before the Court each man was sentenced to six months and six hours' stocks. The first defendant, for giving the wrong address to a pawnbroker when pawning goods, was sentenced to imprisonment for the further term of six weeks, and in lieu of one day of the said imprisonment, he must do six more hours in the stocks.

KEEPING A COMMON GAMING HOUSE.  
Six Chinamen were charged with keeping a common gaming house at No. 108, Des Voeux Road West. Inspector Collett prosecuted, and Mr. E. J. Grist (of Messrs. Wilkinson and Grist) appeared for four of the defendants.

Inspector Collett stated that on the 13th instant a Chinese detective sent a man into this shop to buy two lottery tickets. These tickets he gave to him (the Inspector). This money was taken by the first defendant, the second wrote out a receipt, and the third handed out the lottery tickets. On the 17th the tickets were handed to him, and he proceeded to raid the shop and found certain receipts corresponding to the numbers of some of the tickets purchased. The fourth, fifth and sixth defendants lived on the premises, and on different occasions had been seen assisting in the work of the lottery. The shop was a branch agency for the Sumpu Lottery at Canton. The tickets were printed in Canton and forwarded to Hongkong. After other evidence had been given.

Mr. Grist said the first defendant was the accountant of the shop and had not been identified with the gambling, except by one statement made by an informer, who said he was the man who received the money. An informer's evidence was generally unreliable, in his statement. With regard to the tickets found in his till, a great number would be found in the possession of many gentlemen in this colony, and possession was not a criminal offence. The 76 tickets found in his possession would not amount to a very large sum at 16 cents each. The fourth defendant could not be identified with the transactions in any shape or form. He was found on the roof, but his conscience may have been guilty of something else. He was a doctor by profession, and was probably afraid that somebody was coming to call him. There was only some slight evidence against the first and third defendants. He would ask His Worship to discharge all but the second defendant, who admitted that he was the owner of the tickets.

The second defendant, in a statement to the Court, said the lottery had nothing to do with the shop. He brought the tickets down from Canton for some friends who wanted to buy them. The Magistrate reserved his decision until to-day.

BEFORE MR. F. A. HAZELAND (SECOND  
POLICE MAGISTRATE).A BAD RECORD.  
An Indian with twelve previous convictions was charged with being drunk and disorderly, and with assaulting a Chinaman. On the first charge he was fined \$10 or one month, and on the second was sentenced to one month's hard labour.OPTUM CASES.  
About 30 defendants were charged with being in possession of illicit opium. Fines up to \$500 were inflicted.

INTERESTING TABULATION.

The *Japan Daily Mail* publishes the following figures relating to the casualties in both armies up to the 15th of October:—

Name of Battle.	Japanese.	Russian.
Yalu, 1st May	1,039	2,395 (As reported by Kuropatkin).
Shishan, 16th May	146	300 (minimum).
Nanchun, 25th May	4,207	3,370 (the Japanese found 174 bodies).
Tchilise, 1st June	1,163	9,270 (the Japanese found 1,864 bodies).
Fenshui, 27th June	171	450 (Japanese found 90 bodies).
Kaiping, 8th July	152	250 (?).
Niching, 17th July	299	1,000 (minimum).
Kiaotse, 19th July	423	1,000 (minimum).
Tasichiao, 25th July	1,077	2,000 (minimum).
Tomuching, 31st July	860	4,250 (Japanese found 850 bodies).
Yushuling, 2nd Aug.	945	2,000 (minimum).
1st August.	17,539	25,000 (minimum).
Liaoyang, 4th September.	15,879	69,241.
Shaho, 14th Sept.	43,802	120,439.

There were some 40 or 50 minor engagements, in which the casualties averaged from 10 to 20 each, but these are omitted, as the record is obscure.

TRADE MARK.



TELEPHONE No. 135.

HAVE YOU TRIED

## "YEBISU"

THE FAMOUS BEER OF JAPAN.

THIS IS A

PURE  
PLEASING  
POPULAR  
PALATABLE  
PRODUCTION

\$16.00 PER CASE OF 8 DOZEN PINTS.

SOLE AGENTS

H. PRICE & CO.  
12, QUEEN'S ROAD CENTRAL.ROBINSON PIANO  
CO., LD.NEW IRON  
FRAMED  
PIANOS

\$425.00

GUARANTEED FOR CLIMATE.

MASTER  
PIANO  
PLAYERS

\$385 AND \$500

PLAYING ALL THE NOTES OF THE

PIANO \$650

PERSONALLY SELECTED

PIANOS BY

BECHSTEIN.

KAPS.

HOPKINSON.

KRAUSS.

RACHALS. &amp;C.

BABY  
GRANDS

Hire OR Credit

Hongkong, 10th October, 1904. [2150]

PURE FRESH WATER.

THE HONGKONG STEAM WATER-  
BOAT CO., LD., is prepared to supply  
ANY QUANTITY of PURE FRESH  
WATER to the Shipping, both for Deck and  
Boilers.  
Call Flag W.J. W. KEW,  
Manager,1st Floor, 37, Connaught Road  
Hongkong, 13th June, 1903.DR. NEWELL WILSON,  
DENTIST.

Latest American Methods.

Reasonable Fees.

No charge for examinations.

Office hours 9 A.M. to 5 P.M.

1st FLOOR, WATKINS' BUILDINGS,

31, Queen's Road Central.

Hongkong, 19th October, 1904. [8]



## NOTICES.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed DAILY PRESS only, and special business matters THE MANAGER.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until terminated.

Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

Telephone Address: Press, Codes: A.B.C., 5th Ed. Telephone No. 12.

## NEW ADVERTISEMENTS



## WANTED.

**AN ASSISTANT MISTRESS** for the Kowloon School. Salary \$90 per month. Application should be made to the EDUCATION DEPARTMENT.

Hongkong, 24th November, 1904. [2740]

## NOTICE.

**THE** Undersigned give notice that on the 1st December, 1904, they will establish an OFFICE FOR THE REGISTRATION OF SERVANTS and hope the Public will give the kind support.

**KWONG TACK CO.,**  
5, Chin Loong Street,  
next to Messrs. Lane, Crawford & Co.  
Hongkong, 24th November, 1904. [2741]

## NOTICE.

**THE** Undersigned, having never borrowed money or acted as security for any person, will NOT be RESPONSIBLE for any Debt or Security Contracted by any of their employees. All orders for Goods must be Chopped with the Chop of the Firm.

**HONG CHEONG & CO.,**  
Tailors and Drapers,  
No. 60-62, Queen's Road Central,  
Hongkong, 24th November, 1904. [2742]

## NOTICE.

**THE** NGAI LUM AND COMPANY carrying on Business at Yuen Chung Street, Yuenai, in the Colony of Hongkong, as Brass and Iron Moulders.

**THE** Business of the NGAI LUM AND COMPANY hitherto carried on at Yuen Chung Street, Yuenai, in the Colony of Hongkong, is being wound up. All persons having claims against the above-named NGAI LUM AND COMPANY are requested to send a statement of their claims to the undersigned on or before the 30th November, 1904.

**GEO. K. HALL BRUTON,**  
Solicitor,  
Nos. 39 & 41, Des Voeux Road,  
Hongkong, 24th November, 1904. [2743]

**CANTON AMATEUR THEATRICAL SOCIETY.**

**THE** 3-Act Farce  
"JANE"  
Will be produced at the CANTON CLUB THEATRE on SATURDAY, 26th inst., at 9.15 P.M.

Front Seats ... .. \$3.  
Back Seats ... .. \$1.

**H. W. HINE,**  
Hon. Secretary,  
Canton, 23rd November, 1904. [2744]

## PUBLIC AUCTION.

**THE** Undersigned has received instructions to Sell by Public Auction, on SATURDAY, the 26th November, 1904, at 2.30 P.M., at his Sales Rooms, Queen's Road, A FINE ASSORTMENT OF JAPANESE CURIOS, Comprising:—

SATSUMA, GLOISNNE, FINE BRONZES with SILVER MOUNTED IVORY CARVINGS, PANELS, EMBROIDERIES and SCREENS  
&c. &c.  
TERMS OF SALE:—As Customary.  
**V. I. REMEDIOS,**  
Auctioneer,  
Hongkong, 24th November, 1904. [2745]

**INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.**

**FROM CALCUTTA, PENANG AND SINGAPORE.**

**THE** Company's Steamship  
"NAMSANG,"  
having arrived from the above ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after 4 P.M. of the 25th inst., will be landed at Consignees' risk and expense into Godowns at EAST POINT.

No Fire Insurance will be effected.  
Bills of Lading will be countersigned by **JARDINE, MATHESON & CO.,** General Managers.  
Hongkong, 23rd November, 1904. [1938]

**NORDDEUTSCHER LLOYD, BREMEN.**  
**IMPERIAL GERMAN MAIL LINE.**

**NOTICE TO CONSIGNEES.**

**THE** Steamship  
"PRINZ EITEL FRIEDRICH,"  
of the Norddeutscher Lloyd,  
having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, whence delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before 5 P.M., TO-DAY, the 23rd inst.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 30th inst., will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on Tuesday, the 28th inst., at 10.30 A.M. All Claims must reach us before the 5th December, or they will not be recognized.

No Fire Insurance will be effected.  
Bills of Lading will be countersigned by the undersigned.

**NORDDEUTSCHER LLOYD, MELCHERS & CO.,**  
Agents,  
Hongkong, 23rd November, 1904. [5]

## NEW ADVERTISEMENTS

## POSTPONEMENT.

**DOUGLAS STEAMSHIP COMPANY LIMITED.**

**FOR SWATOW, AMOY AND TAMSUI.**  
The Company's Steamship  
"HALLOONG,"  
Captain Passmore, will be despatched for the above ports TO-DAY, the 24th inst., at 9 A.M.

For Freight or Passage, apply to  
**DOUGLAS LARPAIK & CO.,**  
General Managers,  
Hongkong, 24th November, 1904. [2746]

**JAVA-CHINA JAPAN L.I.N.**

**FOR BATAVIA, CHERIBON, SAMARANG, SOERABAYA & MACASSAR.**  
(taking cargo to all ports in Netherlands India on through Bill of Lading).

**THE** Steamship  
"TILATJAP,"  
Captain Koops, will be despatched for the above ports on or about WEDNESDAY, the 30th inst.

For information as to Freight and Passage, apply to the  
Head Agent of the  
**JAVA-CHINA JAPAN L.I.N.**  
(Alexandra Buildings, 3rd Floor),  
Hongkong, 23rd November, 1904. [2739]

**INTIMATIONS**

**ROTHEN MARK LODGE, No. 264.**

**A** REGULAR MEETING of the BOTHEN MARK LODGE will be held at the FREEMASONS' HALL, TO-DAY (THURSDAY), the 24th NOVEMBER, at 5 for 5.30 P.M. precisely.

Visiting Brethren are cordially invited to attend Hongkong, 18th November, 1904. [2747]

**LOST-DOG.**

**JAPANESE PUG (male),** Five Months Old; White Face, Tail and Feet; Black Ears; Body Black and White. Disappeared from residence Morning of November 14th.

**FIFTY DOLLARS** reward will be given and no questions asked if returned to—  
**Mrs. C. W. CLARK,**  
No. 5, Ripon Terrace,  
Hongkong. [2634]

**SITUATION WANTED.**

**A** MIDDLE-AGED PORTUGUESE, who has held the position of AGENT per pro. for a line of Steamers in a Coast Port for the last ten years, seeks a position of trust in this Colony. Is a thorough English Scholar, has a fair knowledge of French, speaks Spanish and Cantonese fluently. Is open from 1st January, 1905.

Address—  
**S. E. P.,**  
Care of Daily Press Office,  
Hongkong, 8th November, 1904. [2638]

**ST. ANDREW'S BALL.**

**SCOTSMEN** Desirous of SUBSCRIBING to the forthcoming ST. ANDREW'S BALL, on 30th NOVEMBER, are requested to forward to the Undersigned their NAMES and ADDRESSES, and to State whether Married or Single.

**DAVID WOOD,**  
Hon. Secretary,  
St. Andrew's Ball Committee,  
Hongkong, 27th October, 1904. [2635]

**NOTICE.**

**IT** IS NOTIFIED for information that any Tradesmen allowing Soldiers under my command to contract Debts, will do so at their own risk.

(Sd.) **W. G. B. WESTERN (Col.),**  
2nd R. W. Kent Regt.  
Hongkong, 21st November, 1904. [2730]

**DON'T FAIL TO SEE!!!**  
**THE EXHIBITION OF JAPANESE PHOTOGRAPHY,**  
BY  
**K. TAMAMURA,**  
PHOTOGRAPHER OF YOKOHAMA.

From 9 a.m. to 6 p.m. Daily, until the 29th inst. At ROOMS No. 6, F. and S. FIRST FLOOR of No. 34, Queen's Road Central, opposite Post Office (formerly occupied by W. Powell & Co., Ltd.).

**GREATLY REDUCED PRICES FOR PHOTOGRAPHIC VIEWS.**

**COLOURED LANTERN SLIDES,** Xmas and Post CARDS also on View. He will also undertake any Local COMMISSIONS FOR PORTRAITS OR OTHER PHOTOGRAPHIC WORK which will be executed in the Firm's well-known Artistic Manner.

Enlargements a Speciality  
Hongkong, 22nd November, 1904. [2726]

**NOTICE TO MARINERS,**  
No. 220 (SPECIAL).

**CHINA SEA.**

**SHANGHAI DISTRICT.**

**BUTTON ROCK LIGHTHOUSE.**

**NOTICE IS HEREBY GIVEN** that the Light on Button Rock was exhibited for the first time at sunset on the 14th November. The illuminating apparatus is a dioptric oscillating of the sixth order showing a fixed white light varied by single eclipses every 15 seconds, thus:—

12 Seconds Light.  
24 Seconds Eclipse.

The light tower is situated on the eastern end of the rock and the light, which is elevated 67 feet above the level of the sea, should be visible in clear weather at a distance of 10 nautical miles.

The tower is round, of concrete, 26 feet high with a total height from base to top of lantern of 32½ feet and is painted Black.

Approximate position.  
Lat. ... .. 30° 38' 15"  
Long. ... .. 122° 22' 13"

Peg Ball Signal.

In thick or foggy weather a bell will be struck continuously by machinery one stroke every 10 seconds.

**H. G. MYHRE,**  
Acting Deputy Coast Inspector.  
Imperial Maritime Customs,  
Coast Inspector's Office,  
Shanghai, 15th November, 1904. [2727]

**COLD STORAGE.**

**THE** HONGKONG ICE COMPANY, Ltd., have now 40,000 Cubic feet of Cold Storage available at EAST POINT. Storerooms will be open at 10 A.M. and 4 P.M. daily, Sunday, excepted to receive and deliver perishable goods.

**Wm. FARLANE, Manager.**  
Hongkong, 18th November, 1904. [75]

## ENTERTAINMENTS

## HARMSTON'S CIRCUS

## AND ROYAL MENAGERIE

OF PERFORMING WILD ANIMALS.  
LOCATION: CAUSEWAY BAY, NEAR POLO GROUND.

**TO-NIGHT! TO-NIGHT!!**  
AND EVERY NIGHT AT 9 P.M.  
**OUR NEW PROGRAMME OF STAR ACTS.**

**EVERY ITEM A SUCCESS.**  
**FRIDAY NIGHT, NOVEMBER 25th.**  
First High Jumping Contest,  
For China Ponies 14.2 and Under.

A Handsome Trophy for the Winner.  
**SATURDAY NIGHT, NOVEMBER 26th.**  
Captain Lindo will enter the Don of the Four Forest Broad Nubian Lions "Kitty," "Flo," "Champion" and "Empress."

**NEXT GRAND MATINEE, SATURDAY AFTERNOON, 25th NOVEMBER.**

Doors Open 3 o'clock. Commences 4 o'clock. Children Half Price to Matinees only.

**PRICES OF ADMISSION:—**  
\$3, \$2, \$1, and 50 cents (for Chinese Only).  
N.B.—The Menagerie will be thrown open daily between the hours of 10 A.M. and 5 P.M. for inspection of animals.

**ADMISSION 20 CENTS.**  
N.B.—The Electric Tramway Co. will run special Cars before and after the Performances. Booking Office for Box Seats and Dress Circle at the ROBINSON PIANO CO.

**MADAME HARMSTON-LOVE,** Proprietress.

**ROBERT LOVE, Manager.**  
**RALPH & A. LEONARD, Agents.**  
Hongkong, 23th November, 1904. [2721]

## HONGKONG AMATEUR DRAMATIC CLUB.

## THEATRE ROYAL.

## THE COMEDY OPERA ENTITLED "DOROTHY"

IN THREE ACTS  
Will be Produced on the following dates:—

**TO-NIGHT (THURSDAY), 24th NOVEMBER, 1904.**  
**SATURDAY, 26th " "**  
**MONDAY, 28th " "**

Doors Open at 8.30 P.M., Curtain Rises at 9 P.M.

The Booking Office (at the Robinson Piano Co.) will be open to GUARANTORS ONLY on 3rd November, and to the General Public on and after 5th November, between the hours of 9 A.M. and 4.30 P.M. each day.

Late Trams quarter-of-an-hour after fall of Curtain.

Stalls and Dress Circle ... .. \$3.  
Pit Stalls ... .. \$2.  
Pit ... .. \$1.

**A. CHAPMAN,**  
Business Manager.  
Hongkong, 1st November, 1904. [2574]

## DANCING! DANCING!! DANCING!!!

**MR. J. H. PIDGEON** begs to announce that he is open to receive pupils for DANCING either in Classes or privately at No. 11, Causeway Road. Terms Moderate. Apply at above address.

Hongkong, 19th November, 1904. [2711]

## FOR SALE

**FOR SALE.**

**A** FIVE-ROOMED HOUSE at the Peak. Also, a finely situated Croquet Ground near to above.

For particulars, apply to—  
**TURNER & CO.**  
Hongkong, 22nd October, 1904. [2494]

## FOR SALE.

**STEEL MOTOR LAUNCH,** 23 feet by 6 feet 9 inches beam, fitted with 6 H.P. Motor; speed about 7 miles; perfect order.

Apply to—  
Care of Daily Press Office,  
Hongkong, 27th October, 1904. [2534]

## FOR SALE.

**A** SMALL Lot of Fine Old JAPANESE INKOS, LACQUER, and PORCELAIN.

**LOCK HING,**  
Queen's Road Central.  
Hongkong, 1st November, 1904. [2571]

## FOR SALE.

**TWO** Fast Twin-Screw Steamers

"CHU KONG" 142 feet.  
Length ... .. 142 feet.  
Breadth ... .. 23 feet.  
Draft ... .. 6 feet.

Registered 233 tons. Built of Steel and Furnished with Electric Light.

"PAK KONG" 160 feet.  
Length ... .. 160 feet.  
Breadth ... .. 23 feet.  
Draft ... .. 8 feet.

Registered 300 tons. Built of Teak Wood. For further particulars, apply to—  
42, WING LOK STREET, Hongkong.

Hongkong, 1st November, 1904. [2572]

## ENGINES AND BOILERS FOR SALE

**THE** Undersigned have for Sale on moderate terms 2 ENGINES and 8 BOILERS from an Old French Gunboat, in good working order, and fit for re-arranging. Intending purchasers will please arrange terms with the CHINESE SHOP, No. 183, Wing Lok Street, or the U WO TAI Shop, No. 119, Des Voeux Road, or the CHOI LEE Shop, No. 33, Wing Wo Street, Hongkong.

**THE TAI LEE COMPANY.**  
Hongkong, 31st October, 1904. [2569]

## CHEAP SALE OF FURNITURE.

**IN** consequence of Removal to New Premises, No. 49, Des Voeux Road Central the undersigned offers his Stock of FURNITURE at considerably reduced prices. Inspection respectfully solicited.

**LI KWONG LOONG,**  
No. 1, Wyndham Street,  
Behind the Old Hongkong Club Building,  
Hongkong, 22nd November, 1904. [2729]

## PUBLIC COMPANIES

## THE HONGKONG STEAM WATER-BOAT CO., LD.

## NOTICE TO SHAREHOLDERS.

**THE** FOURTH ORDINARY YEARLY MEETING of SHAREHOLDERS in the above Company will be held at the COMPANY'S OFFICE, No. 37, Connaught Road, TO-MORROW (FRIDAY), the 25th day of November, at Noon, for the purpose of presenting the report and statement of accounts to 30th September, 1904.

The TRANSFER BOOKS of the Company will be CLOSED from the 29th to the 25th November, both days inclusive.

**J. W. KEW,**  
Manager.  
Hongkong, 10th November, 1904. [2658]

## GREEN ISLAND CEMENT COMPANY, LIMITED.

**NOTICE IS HEREBY GIVEN** that an EXTRAORDINARY GENERAL MEETING of the Green Island Cement Company, Limited, will be held at the COMPANY'S OFFICES, St. George's Building, Praya, Central Victoria, Hongkong, on SATURDAY, the 26th day of November, 1904, at 11 o'clock in the forenoon, when the Subjoined Resolution will be proposed:—

That the Capital of the Company be increased from \$1,000,000 (divided into 100,000 Shares of \$10 each) to \$1,500,000 (divided into 150,000 Shares of \$10 each) by the creation of 50,000 New Shares of \$10 each to be offered and if accepted to be allotted to the persons constituting the shareholders of the Company according to the Company's Register of Shareholders on the 28th day of February, 1905, at a premium of \$10 for each and every Single Share of such 50,000 New Shares in the ratio and proportion of One New Share for every Two Old Shares in the Company held by the respective Shareholders thereof; the amount payable on each of such New Shares respectively (including the said premium of \$10 per Share) to be paid up to one equal half part thereof on the 3rd day of March, 1905, and as to the remainder thereof (including the balance of the said premium) on the 30th day of June, 1905.

And that failing such allotment as aforesaid the said New Shares be disposed of by the General Managers in accordance with the Company's Articles of Association.

And that for the purpose of facilitating the carrying into effect of the above Resolution the Transfer and other Books of the Company be closed for the space of seven days as on and from the 1st day of March, 1905.

Should the above Resolution be duly passed it will be submitted for confirmation as a Special Resolution to a Second Extraordinary General Meeting which will be subsequently convened.

Dated this 14th day of November, 1904.

**SHEWAN, TOMES & CO.,**  
General Managers.

## THE CHINA TRADERS' INSURANCE COMPANY, LIMITED.

## NOTICE TO SHAREHOLDERS.

**NOTICE IS HEREBY GIVEN** that the THIRTY-EIGHTH ORDINARY MEETING of SHAREHOLDERS in the above Company will be held at the HEAD OFFICE, Victoria, Hongkong, on TUESDAY, the 6th December, at 11 o'clock in the forenoon, for the purpose of receiving the Report of the Directors, together with Statement of Accounts to the 30th April last, and of declaring Dividends.

The TRANSFER BOOKS of the Company will be CLOSED from the 22nd inst., to the 6th proximo, both days inclusive.

By Order of the Board of Directors,  
**JAMES WHITALL,**  
Secretary.  
Hongkong, 15th November, 1904. [2658]

## A. S. WATSON &amp; CO., LIMITED.

Issue of 30,000 New Shares of \$10 EACH.

**SHARE CERTIFICATES** will be ready for delivery on and after the 20th instant, and may be obtained on application at the Company's Office, Alexandra Buildings, in exchange for Hongkong and Shanghai Banking Corporation's receipt.

**JOHN D. HUMPHREYS & SON,**  
General Managers.  
Hongkong, 19th October, 1904. [2475]

## A. S. WATSON &amp; CO., LIMITED.

## NOTICE TO SHAREHOLDERS.

**A** N INTERIM DIVIDEND on account of the Year 1904 of Fifty cents per Share on the Shares numbered 1-60,000 inclusive will be Payable at Hongkong and Shanghai Bank, Hongkong, on and after FRIDAY, 25th November, 1904, on Warrants to be obtained at the Company's Office.

The Dividend will also be payable at the Hongkong and Shanghai Bank, Shanghai, on presentation of Warrants there, on and after the same date.

The Register of Shares will be CLOSED from SATURDAY, the 19th instant, until SATURDAY, the 26th instant both days inclusive, during which period no Transfer of Shares will be effected.

**JOHN D. HUMPHREYS & CO.,**  
General Managers.  
Hongkong, 11th November, 1904. [2376]

## HUMPHREYS' ESTATE AND FINANCE COMPANY, LIMITED.

**NOTICE IS HEREBY GIVEN** that a Call of \$7.50 per Share has been made in respect of all Shares not fully paid up, and that such call is Payable on 2nd January, 1905, at the Registered Office of the Company, Alexandra Buildings, Des Voeux Road, Hongkong.

**JOHN D. HUMPHREYS & SON,**  
General Managers.  
Hongkong, 1st November, 1904. [2573]

## AUTOMATIC MAUSER PISTOLS.

**CALIBRE 7.63 mm.**  
With CHAMBER 10 CARTRIDGES,  
FIRING 10 SHOTS IN 2 SECONDS.  
**SIEMSEN & CO.**  
Hongkong, 3rd October, 1900.

## THE SWATOW GRASS CLOTH SILK and DRAWN THREAD WORK DEPARTMENT.

Wholesale and retail quotations, particulars and samples, will be sent free on application to the above depot.

**Swatow, 26th June, 1904.** [2180]

## AUCTION

## PUBLIC AUCTION OF ARTISTIC JAPANESE WATER COLOUR PAINTINGS.

**THE** Undersigned has received instructions to Sell by Public Auction, on SATURDAY, the 26th November, 1904, at 2.30 P.M., at his Sales Rooms, Duddell Street, A COLLECTION OF VERY FINE JAPANESE WATER COLOUR PAINTINGS,

Such as:—  
LANDSCAPES, TEMPLES, PORTRAITS, &c. &c.;  
Executed by the well-known Artists "MINAKAWA," "NISHIMURA," "KATO,"

and others from the Art School at Tokio. N.B.—Full proceeds of above Sale are to be handed over to "RED CROSS SOCIETY."

On view from Friday, the 25th November. Catalogues will be issued.

TERMS:—Cash on delivery.  
**GEO. P. LAMBERT,**  
Auctioneer.  
Hongkong, 22nd November, 1904. [2728]

## BOARD AND RESIDENCE

**MRS. GILLANDERS**

"GLENWOOD,"  
27, CAINE ROAD.  
Hongkong, 19th March, 1904. [2265]

"TANG YUEN,"  
BOARDING ESTABLISHMENT.

European Supervision. Excellent Cuisine and Accommodation.  
Apply—  
**MANAGERESS,**  
Macdonnell Road

or  
**FAIRALL & CO.,** Queen's Road  
Hongkong, 2nd March, 1903. [71]

## BOARD AND RESIDENCE.

**COMFORTABLY FURNISHED**  
ROOMS, with Board.  
Apply to Mrs. MATHER,  
Hongkong, 1st January, 1892.

## AMOI ENGINEERING CO., LD. AMOI

**CALL FLAG E.**



# WINE AND SPIRIT MERCHANTS. HONGKONG.

WILL OPEN THEIR OFFICE ON THE 1ST OF  
DECEMBER, AT

34, QUEEN'S ROAD CENTRAL,

FIRST FLOOR

(W. POWELL & Co.'s OLD PREMISES).

2735

## TO LET

### TO LET

A EUROPEAN HOUSE, No. 153, Praya East, Four Rooms and Kitchen, Servants' Quarters, Bathrooms, Hot and Cold Water. Good Sea View.

Apply to—  
JARDINE, MATHESON & CO.,  
Hongkong, 8th August, 1904. [177]

### TO LET

A LARGE OFFICE on Ground Floor, of No. 2, Wyndham Street. Possession 1st August, 1904.

Apply to—  
THE SECRETARY,  
The Bowling Club Ltd.  
Hongkong, 14th July, 1904. [1710]

### TO LET

FINE LARGE STORE, in Queen's Road Central (Best Part).

Apply to—  
Care of Daily Press Office,  
Hongkong, 6th September, 1904. [2161]

### TO LET

NO. 1, RIFON TERRACE (in FLATS).  
A HOUSE in WONG-NEI-CHONG ROAD, facing Race-course.  
FLATS in MORETON TERRACE, facing the Polo Ground.

OFFICES in course of erection, CONNAUGHT ROAD (near BLAKE FERRY).  
GODOWNS, PRAYA EAST.  
Apply to—  
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.  
Hongkong, 29th June, 1904. [175]

### TO LET

3RD FLOOR, suitable for Office.

Apply to—  
WING CHEONG,  
35, Queen's Road Central.  
Hongkong, 3rd June, 1904. [74]

### TO LET

NO. 16, HOLLYWOOD ROAD (8 Rooms) (with Kitchens, Bathrooms, and Servants' quarters).

Apply to—  
H. M. S. H. ESMAIL,  
4, Hollywood Road.  
Hongkong, 16th August, 1904. [199]

### TO LET

THREE FIRST-CLASS SHOPS, European Style, in Kowloon. Possession on or about 31st August, 1905. Moderate Rentals.

Apply to—  
HUMPHREYS' ESTATE & FINANCE CO., LD.  
Hongkong, 21st June, 1904. [2350]

### TO LET

TWO FURNISHED ROOMS in a Private House in Kowloon, either separately or together, with or without Board.

Apply to—  
M. N.,  
Care of Daily Press Office,  
Hongkong, 19th November, 1904. [2710]

### TO LET

NO. 1, STEWART TERRACE, the Peak.

Apply to—  
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.  
Hongkong, 28th March, 1904. [865]

### TO LET

NOS. 17, 19 & 21, SEYMOUR ROAD.

Nos. 6, CASTLE ROAD.  
Nos. 74, CAINE ROAD.  
Apply to—  
COMPTON DEPARTMENT,  
Nippon Yusen Kaisha.  
Hongkong, 17th September, 1904. [430]

### TO LET

HONGKONG CLUB.

### TO LET

A SUITE of TWO ROOMS, on the Ground Floor of the Annex, suitable for Offices. For particulars apply to the undersigned.

Apply to—  
C. H. GRACE,  
Secretary.  
Hongkong, 4th June, 1904. [1417]

### TO LET

THE whole of the SECOND FLOOR of No. 34, QUEEN'S ROAD CENTRAL (opposite the General Post Office). Rooms are light, spacious and well ventilated, 13 in number, beside Kitchen, Pantry, Bathrooms, and Servants' Quarters, &c., at a very moderate rent. Immediate Possession.

Apply to—  
WONG CHU SANG,  
Care of Yee Sang Fat & Co.,  
34, Queen's Road Central,  
Hongkong, 17th November, 1904. [2700]

## TO LET

### TO LET

TWO FRONT ROOMS on the 1st Floor of Victoria Buildings (No. 5, Queen's Road Central), suitable for Offices.

Apply to—  
DAVID SASSOON & CO., LD.  
Hongkong, 16th November, 1904. [2395]

### TO LET

TWO ROOMS, on the First Floor of Alexandra Buildings.

Apply to—  
SECRETARY,  
A. S. Watson & Co., Limited.  
Hongkong, 17th June, 1904. [1515]

### TO LET

FURNISHED ROOM, with Board, from date; Tennis Court attached; near Kowloon Ferry, Kowloon.

Apply to—  
C. L.,  
Care of Daily Press Office,  
Hongkong, 5th October, 1904. [2375]

### TO LET

BANGOUR (PEAK).  
THE EYRIE (PEAK).  
ONE HOUSE on the LOWER TERRACE of BELILIOS TERRACE.

BELILIOS TERRACE, Nos. 11 & 13.  
BEACONFIELD ARCADE, No. 14, 1st Floor.  
BUNGALOW (Furnished), at New Territory, Kowloon, 4 Rooms, low rental.

Apply to—  
LINDSEY & DAVIS,  
Hongkong, 3rd October, 1904. [2363]

### TO LET

GODOWN No. 3, New Praya, Kennedy Town.

Apply to—  
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.  
Hongkong, 22nd November, 1904. [2725]



## MITSU BISHI DOCKYARD AND ENGINE WORKS, NAGASAKI.

CODE WORD: "DOCK" NAGASAKI.  
A.I. & B.C. Scotts' and Engineering Codes Used.

DOCK No. 1 (at TATEGAMI).  
Extreme Length... 523 feet.  
Length on Blocks... 513 "  
Width of Entrance on Top... 89 "  
Width of Entrance on Bottom... 77 "  
Water on Blocks at Spring Tide 26 1/2 "

DOCK No. 2 (at MUKAJIMA).  
Extreme Length... 371 feet.  
Length on Blocks... 359 "  
Width of Entrance on Top... 66 "  
Width of Entrance on Bottom... 53 "  
Water on Blocks at Spring Tide 22 "  
PATENT SLIP (at KOSUKE).  
Can take vessels up to 1,000 tons gross.

THE WORKS are well equipped with the LATEST IMPROVEMENTS and can execute any kind of work in SHIPBUILDING and MARINE ENGINEERING as well as in REPAIRING OF SHIPS.  
The COMPANY has a SALVAGE STEAMER, 712 TONS GROSS, FITTED WITH POWERFUL SALVAGE PLANT READY AT SHORT NOTICE. [1703]

### HIRANO WATER.

THE QUEEN OF TABLE WATERS.  
PURE, SPARKLING, INVIGORATING.

THE LEADING MINERAL WATER OF THE EAST Bottled in Japan by H. E. REYNELL & Co.

### BREWERS OF JAPANESE IMITATIONS.

F. BLACKHEAD & CO., AGENTS.  
Hongkong, 31st July, 1903. [2578]

### ON SALE.

MAP OF THE SIKANG or WEST RIVER.  
From HONGKONG to WUCHOWFU, Showing the Ports and Calling Places. Opened to Foreign Trade, 1897. Published at Daily Press Office. Price 25 Cents, Cash.

Hongkong, 1st April, 1897.

### NOTICE TO KOWLOON RESIDENTS

EXTRA COPIES of Daily Press are on sale daily at Mr. H. RUTTONJEE'S KOWLOON STORE, No. 38, Elgin Road. Price 15 cents per copy cash.

Hongkong, 22nd December, 1904.

### NOT RESPONSIBLE FOR DEBTS

NEITHER THE CAPTAIN, THE AGENTS nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crew of the following Vessels during the stay in Hongkong Harbour.

KIRKLE, British str.; W. J. Dermody—Dodwell & Co., Ltd.  
SHEIKH, British str.; Jones—Dodwell & Co., Ltd.

## THE MURDER OF MISSIONARIES IN CHINA.

INTERVIEW WITH BISHOP CASSELLS.

The Church Family Newspaper publishes an interview with D. Cassells, Bishop of West China, who is in England now, and who has received letters giving some particulars of the recent murders of Belgian Roman Catholics (a bishop and two priests). The murders took place at Li-chuan, in the province of Sze-chuan, which is in Bishop Cassells' diocese. The bishop said that unfortunately the Roman Catholics had alleged and appeared to believe that the murders were committed or instigated by the Protestant native converts. That was not true, there were no Protestant converts in the district in question, but the suspicion had caused great anxiety among the missionaries and greatly hindered their work. A number of native converts, who live a long way from the district in which the bishop and priests were murdered, have been accused and arrested. "The fact is," the bishop added, "the Roman Catholics did not wish us to go into that district at all, but we have received many invitations to do so, and undoubtedly there are natives there friendly to us. A good deal of mischief was done by one of the local officials issuing a proclamation, in which he began by saying that, 'Having heard that Protestant converts had murdered some Roman Catholic missionaries he was making inquiries into the affair,' or something to that effect. The Rev. C. H. Parsons, the C.M.S. missionary, near to whose district the murders have taken place, and who has had great difficulty in allaying the fears of his converts and adherents, appealed to a superior native official and the proclamation was amended. The Governor-General of Szechuan, the capable and enlightened Viceroy Chang-Chih T'ung, is now investigating the affair, and just will be done."

Asked as to the probable cause of the murders, Dr. Cassells said: "Those districts have been a good deal disturbed lately owing to a severe drought. I heard that the Roman Catholics had been very active in distributing relief rice to sufferers from the effects of the drought, and at these rice distributions, quarrels often arise. The drought has been felt in many parts of the province, and in some districts where we are established there have been disturbances and serious disputes. Answering the question as to whether the natives put the drought down to the Christians, Dr. Cassells remarked: "They do not know how to account for it, and they attribute it to every imaginable cause. The missionaries have to pander to the popular superstitions and make special offerings to the gods, &c., but they have no belief in the efficacy of such proceedings. The people are convinced that somehow somebody has caused the drought and they try every remedy in turn. I remember a case in which there was a prolonged drought. Some told the people it was because a certain pagoda was too high, so to counteract the ill-effect of this too lengthy pagoda they dug a deep hole in the neighbourhood. Sometimes the Mandarins will tell them that if they will dig for a certain time near the river, water will come. The people dug and dug and with no result, and then the Mandarins had to think of something else. Of course there is always a chance that the rain will come while these remedies are being tried. The Mandarins often fetch the gods of the temples and leave them to frizzle in the sun to see how they like the hot weather unrelieved by rain. They also bring the idols out and let them soak when there is too much rain. In the present or recent drought in our districts the Christians were charged with emptying the idols. You must know that when an image is made it does not become a god until some things have been put inside it. What they put in I do not know. Perhaps they may put a heart into it. Anyway, the images in the temple contain articles inside them the presence of which, together with the cutting of eyes on the face, makes them into gods. It was stated that the Christians had been taking these things away, and as a result the gods had deserted the temples and the district. The people were hidden to examine the images, and sure enough it was found that in some cases the things had been removed, no doubt by enemies of the cause who wished to cause a disturbance. It was an anxious time for the natives because very threatening. Happily, rain came at that juncture, and the people were soon happy again and forgot their troubles. The bishop added that the present trouble over the murdered Roman Catholics came at a time when the prospects were remarkably good. In many parts of China there has since the boxer trouble been a new movement towards Christianity. The people are reading the Christian literature and inquiring for the missionaries. The movement is not from below, but from above. The official and cultivated classes—the literate—are friendly to the Christian and particularly to the Protestant missions."

## GERMAN ACTION IN PEKING.

Telegraphing from Peking on October 16th the Times correspondent said:—  
For the past month I have been travelling through the provinces of Shansi and Honan, and returned to Peking to learn that China, yielding to her fears of complications with other treaty Powers, has not yet ratified the Tibetan treaty. There has been a campaign in the native Press against the treaty, led by the Peking native newspaper which is subsidized by the German Legation and owned by the same proprietor which publishes the official native newspaper of Kiangnan, subsidized and owned by the Germans. I gather from the fact that China herself has encouraged the British Mission and has given evidence in her Imperial edicts and otherwise of her helplessness in Tibet, these papers attack the treaty on the ground that the indemnity is excessive and that some of its articles, at any rate as published, derogate from the sovereign powers of China.

Immediately after the publication of the text in the local papers the German Minister went to the Waipuu and inquired if the terms stated were authentic. The Waipuu admitted their substantial correctness. The German Minister then observed that Article IX, if ratified by China would bring her into conflict with the treaty Powers, since it gave the British prescriptive rights in an integral portion of the Chinese Empire. He asked if China had given her assent. The Waipuu replied that she had not done so. There was no formal protest, but since then, by insidious influences, the German Legation has led the Chinese to fear that should China ratify the treaty as it stands, Germany might demand similar prescriptive rights in the province of Shantung. Although no such threat was conveyed direct to them by the German Legation, the Chinese have received this impression, and now fear that similar demands might be made by France in Yunnan and, curiously enough, by Japan in Fokien. The Russian and French Legations have also been counselling China to withhold her consent from the treaty. The German Minister is especially active, and has been endeavouring, with some success, to influence even the Italian and American Ministers against the treaty. As a result of all this opposition, China, who has throughout the expedition acted correctly in supporting British action, and who, if unfettered, would gladly authorize the Amban to sign the treaty, finds herself in this predicament, that by withholding her assent she does not annul the treaty, while by giving her assent she proclaims her sovereignty, for she knows that it is a graceful concession to her that she should be asked to give her approval to the treaty at all.

The activity of the German Legation is purely mischievous, for the Power that in deference to the wishes of Russia affirmed on March 15, 1901, that Manchuria was exempt from the provisions of the Anglo-German Agreement and that Germany had no interests in Manchuria worth mentioning and regarded its future with the utmost indifference, can have no conceivable interest whatever in Tibet except to endeavour to embarrass England and make mischief between her and Russia.

China has now appointed Tang Shao-yi, an enlightened Cantonese official, a graduate of Yale, special Imperial Commissioner at Lhasa. He will, provided the Indian Government consents to receive him, proceed to Calcutta and there confer with the Viceroy in the hope of obtaining some modification of the treaty that would save China's face, and then after the winter would continue his mission to Lhasa, where he may supplant the present Amban. Tang Shao-yi was for years the right-hand man both in Korea and China of the Viceroy Yuan Shih-kai, and no one knows better than this able man how shadowy is the power of China in Tibet.

Germany loses no opportunity of attacking the British position in China, and just as she was able to cause an alteration in the terms of the Anglo-Chinese Convention regarding the shipment of opium to South Africa in British bottoms, so she intends to make capital out of any modification in the terms of the Tibetan treaty which the British Government may agree to. It is hoped here that the action of the British Government will defeat this purpose.

not done so. There was no formal protest, but since then, by insidious influences, the German Legation has led the Chinese to fear that should China ratify the treaty as it stands, Germany might demand similar prescriptive rights in the province of Shantung. Although no such threat was conveyed direct to them by the German Legation, the Chinese have received this impression, and now fear that similar demands might be made by France in Yunnan and, curiously enough, by Japan in Fokien. The Russian and French Legations have also been counselling China to withhold her consent from the treaty. The German Minister is especially active, and has been endeavouring, with some success, to influence even the Italian and American Ministers against the treaty. As a result of all this opposition, China, who has throughout the expedition acted correctly in supporting British action, and who, if unfettered, would gladly authorize the Amban to sign the treaty, finds herself in this predicament, that by withholding her assent she does not annul the treaty, while by giving her assent she proclaims her sovereignty, for she knows that it is a graceful concession to her that she should be asked to give her approval to the treaty at all.

The activity of the German Legation is purely mischievous, for the Power that in deference to the wishes of Russia affirmed on March 15, 1901, that Manchuria was exempt from the provisions of the Anglo-German Agreement and that Germany had no interests in Manchuria worth mentioning and regarded its future with the utmost indifference, can have no conceivable interest whatever in Tibet except to endeavour to embarrass England and make mischief between her and Russia.

China has now appointed Tang Shao-yi, an enlightened Cantonese official, a graduate of Yale, special Imperial Commissioner at Lhasa. He will, provided the Indian Government consents to receive him, proceed to Calcutta and there confer with the Viceroy in the hope of obtaining some modification of the treaty that would save China's face, and then after the winter would continue his mission to Lhasa, where he may supplant the present Amban. Tang Shao-yi was for years the right-hand man both in Korea and China of the Viceroy Yuan Shih-kai, and no one knows better than this able man how shadowy is the power of China in Tibet.

Germany loses no opportunity of attacking the British position in China, and just as she was able to cause an alteration in the terms of the Anglo-Chinese Convention regarding the shipment of opium to South Africa in British bottoms, so she intends to make capital out of any modification in the terms of the Tibetan treaty which the British Government may agree to. It is hoped here that the action of the British Government will defeat this purpose.

Germany loses no opportunity of attacking the British position in China, and just as she was able to cause an alteration in the terms of the Anglo-Chinese Convention regarding the shipment of opium to South Africa in British bottoms, so she intends to make capital out of any modification in the terms of the Tibetan treaty which the British Government may agree to. It is hoped here that the action of the British Government will defeat this purpose.

Germany loses no opportunity of attacking the British position in China, and just as she was able to cause an alteration in the terms of the Anglo-Chinese Convention regarding the shipment of opium to South Africa in British bottoms, so she intends to make capital out of any modification in the terms of the Tibetan treaty which the British Government may agree to. It is hoped here that the action of the British Government will defeat this purpose.

Germany loses no opportunity of attacking the British position in China, and just as she was able to cause an alteration in the terms of the Anglo-Chinese Convention regarding the shipment of opium to South Africa in British bottoms, so she intends to make capital out of any modification in the terms of the Tibetan treaty which the British Government may agree to. It is hoped here that the action of the British Government will defeat this purpose.

Germany loses no opportunity of attacking the British position in China, and just as she was able to cause an alteration in the terms of the Anglo-Chinese Convention regarding the shipment of opium to South Africa in British bottoms, so she intends to make capital out of any modification in the terms of the Tibetan treaty which the British Government may agree to. It is hoped here that the action of the British Government will defeat this purpose.

Germany loses no opportunity of attacking the British position in China, and just as she was able to cause an alteration in the terms of the Anglo-Chinese Convention regarding the shipment of opium to South Africa in British bottoms, so she intends to make capital out of any modification in the terms of the Tibetan treaty which the British Government may agree to. It is hoped here that the action of the British Government will defeat this purpose.

Germany loses no opportunity of attacking the British position in China, and just as she was able to cause an alteration in the terms of the Anglo-Chinese Convention regarding the shipment of opium to South Africa in British bottoms, so she intends to make capital out of any modification in the terms of the Tibetan treaty which the British Government may agree to. It is hoped here that the action of the British Government will defeat this purpose.

Germany loses no opportunity of attacking the British position in China, and just as she was able to cause an alteration in the terms of the Anglo-Chinese Convention regarding the shipment of opium to South Africa in British bottoms, so she intends to make capital out of any modification in the terms of the Tibetan treaty which the British Government may agree to. It is hoped here that the action of the British Government will defeat this purpose.

Germany loses no opportunity of attacking the British position in China, and just as she was able to cause an alteration in the terms of the Anglo-Chinese Convention regarding the shipment of opium to South Africa in British bottoms, so she intends to make capital out of any modification in the terms of the Tibetan treaty which the British Government may agree to. It is hoped here that the action of the British Government will defeat this purpose.

Germany loses no opportunity of attacking the British position in China, and just as she was able to cause an alteration in the terms of the Anglo-Chinese Convention regarding the shipment of opium to South Africa in British bottoms, so she intends to make capital out of any modification in the terms of the Tibetan treaty which the British Government may agree to. It is hoped here that the action of the British Government will defeat this purpose.

Germany loses no opportunity of attacking the British position in China, and just as she was able to cause an alteration in the terms of the Anglo-Chinese Convention regarding the shipment of opium to South Africa in British bottoms, so she intends to make capital out of any modification in the terms of the Tibetan treaty which the British Government may agree to. It is hoped here that the action of the British Government will defeat this purpose.

Germany loses no opportunity of attacking the British position in China, and just as she was able to cause an alteration in the terms of the Anglo-Chinese Convention regarding the shipment of opium to South Africa in British bottoms, so she intends to make capital out of any modification in the terms of the Tibetan treaty which the British Government may agree to. It is hoped here that the action of the British Government will defeat this purpose.

Germany loses no opportunity of attacking the British position in China, and just as she was able to cause an alteration in the terms of the Anglo-Chinese Convention regarding the shipment of opium to South Africa in British bottoms, so she intends to make capital out of any modification in the terms of the Tibetan treaty which the British Government may agree to. It is hoped here that the action of the British Government will defeat this purpose.

Germany loses no opportunity of attacking the British position in China, and just as she was able to cause an alteration in the terms of the Anglo-Chinese Convention regarding the shipment of opium to South Africa in British bottoms, so she intends to make capital out of any modification in the terms of the Tibetan treaty which the British Government may agree to. It is hoped here that the action of the British Government will defeat this purpose.

Germany loses no opportunity of attacking the British position in China, and just as she was able to cause an alteration in the terms of the Anglo-Chinese Convention regarding the shipment of opium to South Africa in British bottoms, so she intends to make capital out of any modification in the terms of the Tibetan treaty which the British Government may agree to. It is hoped here that the action of the British Government will defeat this purpose.

Germany loses no opportunity of attacking the British position in China, and just as she was able to cause an alteration in the terms of the Anglo-Chinese Convention regarding the shipment of opium to South Africa in British bottoms, so she intends to make capital out of any modification in the terms of the Tibetan treaty which the British Government may agree to. It is hoped here that the action of the British Government will defeat this purpose.

Germany loses no opportunity of attacking the British position in China, and just as she was able to cause an alteration in the terms of the Anglo-Chinese Convention regarding the shipment of opium to South Africa in British bottoms, so she intends to make capital out of any modification in the terms of the Tibetan treaty which the British Government may agree to. It is hoped here that the action of the British Government will defeat this purpose.

Germany loses no opportunity of attacking the British position in China, and just as she was able to cause an alteration in the terms of the Anglo-Chinese Convention regarding the shipment of opium to South Africa in British bottoms, so she intends to make capital out of any modification in the terms of the Tibetan treaty which the British Government may agree to. It is hoped here that the action of the British Government will defeat this purpose.

Germany loses no opportunity of attacking the British position in China, and just as she was able to cause an alteration in the terms of the Anglo-Chinese Convention regarding the shipment of opium to South Africa in British bottoms, so she intends to make capital out of any modification in the terms of the Tibetan treaty which the British Government may agree to. It is hoped here that the action of the British Government will defeat this purpose.

Germany loses no opportunity of attacking the British position in China, and just as she was able to cause an alteration in the terms of the Anglo-Chinese Convention regarding the shipment of opium to South Africa in British bottoms, so she intends to make capital out of any modification in the terms of the Tibetan treaty which the British Government may agree to. It is hoped here that the action of the British Government will defeat this purpose.

Germany loses no opportunity of attacking the British position in China, and just as she was able to cause an alteration in the terms of the Anglo-Chinese Convention regarding the shipment of opium to South Africa in British bottoms, so she intends to make capital out of any modification in the terms of the Tibetan treaty which the British Government may agree to. It is hoped here that the action of the British Government will defeat this purpose.

Germany loses no opportunity of attacking the British position in China, and just as she was able to cause an alteration in the terms of the Anglo-Chinese Convention regarding the shipment of opium to South Africa in British bottoms, so she intends to make capital out of any modification in the terms of the Tibetan treaty which the British Government may agree to. It is hoped here that the action of the British Government will defeat this purpose.

Germany loses no opportunity of attacking the British position in China, and just as she was able to cause an alteration in the terms of the Anglo-Chinese Convention regarding the shipment of opium to South Africa in British bottoms, so she intends to make capital out of any modification in the terms of the Tibetan treaty which the British Government may agree to. It is hoped here that the action of the British Government will defeat this purpose.

Germany loses no opportunity of attacking the British position in China, and just as she was able to cause an alteration in the terms of the Anglo-Chinese Convention regarding the shipment of opium to South Africa in British bottoms, so she intends to make capital out of any modification in the terms of the Tibetan treaty which the British Government may agree to. It is hoped here that the action of the British Government will defeat this purpose.

Germany loses no opportunity of attacking the British position in China, and just as she was able to cause an alteration in the terms of the Anglo-Chinese Convention regarding the shipment of opium to South Africa in British bottoms, so she intends to make capital out of any modification in the terms of the Tibetan treaty which the British Government may agree to. It is hoped here that the action of the British Government will defeat this purpose.

Germany loses no opportunity of attacking the British position in China, and just as she was able to cause an alteration in the terms of the Anglo-Chinese Convention regarding the shipment of opium to South Africa in British bottoms, so she intends to make capital out of any modification in the terms of the Tibetan treaty which the British Government may agree to. It is hoped here that the action of the British Government will defeat this purpose.

## LIFELONG BILIOUSNESS CURED.

BILE BEANS DID IT.

The terrors of biliousness afflict people of both sexes and all ages, and only those who have endured the pain of the disease can realize how cruel must be the affliction when it commences with childhood and continues uninterrupted for many years—wasting lives as may be truly said. Such was the experience of Miss Isabel Emma Hunt, Grove Place, High Street, Crayford, Kent, England. She says:—"I was always ailing, and life was so little enjoyment to me I often longed for death. Everything, or nearly everything I ate came back, not even a bit of dry bread stayed on my stomach. I suffered from green-sickness, headache, and dizziness, and I was so weak that I could hardly walk. Repeatedly I had to leave my work and go home to bed. I became so ill indeed that I often told my mother I wished they had let me die when I was young and saved me having to live through so many years of misery. I had several doctors one after another attending me, and I must have taken gallons of their various medicines. Nothing, however, seemed able to give me any relief."

Over a year ago I was induced to try Bile Beans, and the effect of them was a surprise as agreeable as it was scarcely believable. The change that came over me was gradual but very apparent. I had a good appetite, my colour became better, I was free from pain, and I altogether more cheerful. I continued taking the Bile Beans and at last found that beyond any doubt they had completely cured me."

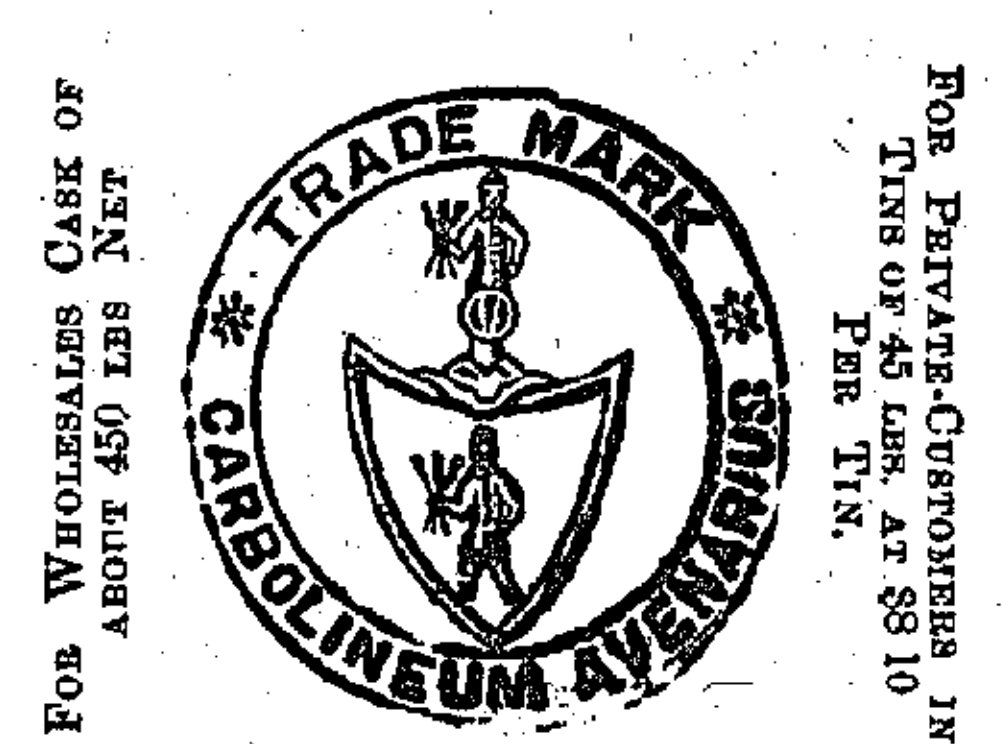
Charles Ford's Bile Beans for Biliousness are a cure for indigestion, anemia, weakness, female ailments, heat, fog, malaria, neuritis, lambo, rheumatism, debility, palpitation, pains in the back, piles, constipation, sleeplessness, loss of appetite, liver complaint, headache, flatulence, pimples, skin eruptions and all ailments having a common origin in impurity of blood, a general congestion of the system and loss of vital force.

Of all Chemists and medicine vendors. Price 75 cents (Mex.) per bottle. [2010-15]

DAVID CORSAK & SON'S  
MERCHANT NAVY  
NAVY BOILED  
LONG FLAX  
RELIANCE CROWN  
TAPPAULING  
ARNHOLD, KARBERG & CO.  
Sole Agents.

3486

## CARBOLINEUM-AVENARIUS



Known all over the World as a thoroughly effective preserver of Wood against White Ants, Fungus, Dry-rot, Decay.

Number of Testimonials from Authorities as well as from Private Customers.

LUTGENS, EINSTMANN & CO  
Sole Agents for China.

Hongkong, 19th July, 1904. [161]



## SHIPPING.

**ARRIVALS.**  
 CARL D. EDERICH, German str., 774, H. Schlaikier, 21st Nov.,—Hoibong 20th Nov. and Hoihow 21st, General.—Jensen & Co.  
 CHILIT, British str., 2,591, G. Hooker, 19th Nov.,—Canton 20th Nov., General.—Butterfield & Swire.  
 KENNEDY, British str., 3,301, C. R. Boynton, 23rd Nov.,—Japan 26th Oct. and Kelang 21st Nov., General.—Standard Oil Co.  
 NANSUNG, British str., 2,591, G. Hooker, 23rd Nov.,—Canton 20th Nov., General.—Butterfield & Swire.  
 M. STRUYK, German str., 966, P. Brandt, 23rd Nov.,—Tamsui 20th Nov., Amoy 21st Nov. and Swatow 22nd, General.—Osaka Shosen Kaisha.  
 ORANGE, Norwegian str., 1,001, Dannevig, 22nd Nov.,—Bangkok 20th Nov. and Aguin 12th, General.—Sander, Wieler & Co.  
 PRINCE ROBERT, Norwegian str., 4,000, 2,655, Hansen, 22nd Nov.,—New York 9th July, Petroleum.—Standard Oil Co.  
 PRINCE LITEL, Friedrich, German str., 5,001, E. Prehn, 23rd Nov.,—Hamburg 13th Oct. and Singapore 18th Nov., Mails and General.—Melchers & Co.  
 SENGKIANG, British str., 1,021, John Robinson, 22nd Nov.,—Manila 19th Nov., General.—Butterfield & Swire.  
 TUNGCHOW, British str., 981, Furks, 23rd Nov.,—Shanghai 20th Nov., Ballast.—Order.  
 YATSHING, British str., 1,423, Sellar, 23rd Nov.,—Kraeksan (Java) 12th Nov., Sugar.—Jardine, Matheson & Co.

**DEPARTURES.**  
 23rd November.  
 CHILIT, British str., for Swatow.  
 KENNEDY, British str., for Swatow.  
 NANSUNG, British str., for Saadokan.  
 ST. EBERHARD, British str., for Calcutta.  
 ZAFIRO, British str., for Manila.

**DEPARTURES.**  
 23rd November.  
 AGAMENON, British str., for London.  
 AUCHARDEN, British str., for Kutchinotzu.  
 EASTERN, British str., for Shanghai.  
 KAIFONG, British str., for Cebu.  
 KOWLOON, German str., for Chikisang.  
 LOONAN, German str., for Bangkok.  
 NANSUNG, British str., for Yokohama.  
 NINGCHOW, British str., for Shanghai.  
 PRINCE SIGISMUND, German str., for Kobe.  
 P. B. LUTFOLD, German str., for Europe.  
 STETTIN, British str., for Fochow.  
 TINGRANG, British str., for Swatow.  
 TRIUMPH, German str., for Coast Ports.

**VESSLS IN DOCK.**  
 23rd November.  
 ABERDEEN DOCK.—U.S.S. Fathomer, Hanai, Pronto, Hwangshan, Teen, Agincourt, S.M.S. First Bismarck.  
 COSMOPOLITAN DOCK.—

**VESSLS ON THE BERTH.**  
 23rd November.  
 NORDDEUTSCHER LLOYD, BREMEN.  
 IMPERIAL GERMAN MAIL LINE.

**FOR SHANGHAI, NAGASAKI, KOBE AND YOKOHAMA.**  
 THE Steamship  
 "PRINZ EITEL FRIEDRICH,"  
 of the NORDDEUTSCHER LLOYD,  
 Captain Prehn, will leave for the above places  
 TO-DAY, the 24th inst., at 11 A.M.  
 NORDDEUTSCHER LLOYD.  
 For Further Particulars apply to  
 MELCHERS & CO.,  
 Agents.  
 Hongkong, 24th November, 1904.

**THE Steamship**  
 "PRINZ EITEL FRIEDRICH,"  
 of the NORDDEUTSCHER LLOYD,  
 Captain Prehn, will leave for the above places  
 TO-DAY, the 24th inst., at 11 A.M.  
 NORDDEUTSCHER LLOYD.  
 For Further Particulars apply to  
 MELCHERS & CO.,  
 Agents.  
 Hongkong, 24th November, 1904.

**AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.**  
 STEAM FOR  
 FIUME AND TRIESTE (DIRECT).  
 Calling at SINGAPORE, PENANG,  
 COLOMBO, BOMBAY, KARACHI,  
 ADEN, SUEZ and PORT SAID.  
 (Taking Cargo at through rates to the Brazils,  
 to South Africa, Persian Gulf, Red  
 Sea, Black Sea, Levant, Venice and  
 Adriatic Ports).  
 THE Company's Steamship  
 "MARIA VALERIE,"  
 Captain Berberovich, will be despatched as above  
 TO-MORROW, the 25th inst., P.M.  
 For information as to Passage and Freight,  
 apply to  
 SANDEL, WIELER & CO.,  
 Agents.  
 Hongkong, 2nd November, 1904.

**STEAMSHIP SERVICE TO NEW YORK VIA PORTS AND SUEZ CANAL.**  
 THE Steamship  
 "KENNEBEC,"  
 will be despatched as above on the 26th inst.,  
 instead of as previously advertised.  
 For Freight or further information, apply to  
 STANDARD OIL COMPANY  
 OF NEW YORK,  
 Oriental Freight Department.  
 Hongkong, 14th October, 1904.

**COMPAGNIE DES MESSAGERIES MARITIMES.**  
 PAQUEBOTS-POSTE FRANCAIS.  
 FOR SHANGHAI, KOBE AND YOKOHAMA.  
 THE Company's Steamship  
 "TONKIN,"  
 Captain Schmitz, will be despatched for the  
 above ports on or about MONDAY, the 28th  
 inst.  
 For Freight or Passage, apply to  
 L. BRIDOU,  
 Acting Agent.  
 Hongkong, 22nd November, 1904.

**FOR CANTON.**  
 THE new and fast Twin-Screw Steamer  
 "SAN CHEUNG,"  
 951 Tons, Captain J. McGinty, will leave for  
 Canton at 9 P.M., on SUNDAY, TUES-  
 DAY and THURSDAYS and return to  
 Hongkong on the following days, leaving Canton  
 at 5 P.M. Excellent accommodation, electric  
 light, and perfect outfit. Wharf at Hongkong  
 near Harbour Office.  
 First-class Fare, \$3 each way. Second-  
 class, \$1.50 each way. Meals, \$1 each.  
 Cargo Freight very moderate.  
 CHEUNG ON STEAMBOAT CO., LD.  
 No. 147, Connaught Road Central,  
 Hongkong, 15th March, 1904.

**THE new and fast Twin-Screw Steamer**  
 "SAN CHEUNG,"  
 951 Tons, Captain J. McGinty, will leave for  
 Canton at 9 P.M., on SUNDAY, TUES-  
 DAY and THURSDAYS and return to  
 Hongkong on the following days, leaving Canton  
 at 5 P.M. Excellent accommodation, electric  
 light, and perfect outfit. Wharf at Hongkong  
 near Harbour Office.  
 First-class Fare, \$3 each way. Second-  
 class, \$1.50 each way. Meals, \$1 each.  
 Cargo Freight very moderate.  
 CHEUNG ON STEAMBOAT CO., LD.  
 No. 147, Connaught Road Central,  
 Hongkong, 15th March, 1904.

**THE new and fast Twin-Screw Steamer**  
 "SAN CHEUNG,"  
 951 Tons, Captain J. McGinty, will leave for  
 Canton at 9 P.M., on SUNDAY, TUES-  
 DAY and THURSDAYS and return to  
 Hongkong on the following days, leaving Canton  
 at 5 P.M. Excellent accommodation, electric  
 light, and perfect outfit. Wharf at Hongkong  
 near Harbour Office.  
 First-class Fare, \$3 each way. Second-  
 class, \$1.50 each way. Meals, \$1 each.  
 Cargo Freight very moderate.  
 CHEUNG ON STEAMBOAT CO., LD.  
 No. 147, Connaught Road Central,  
 Hongkong, 15th March, 1904.

**THE new and fast Twin-Screw Steamer**  
 "SAN CHEUNG,"  
 951 Tons, Captain J. McGinty, will leave for  
 Canton at 9 P.M., on SUNDAY, TUES-  
 DAY and THURSDAYS and return to  
 Hongkong on the following days, leaving Canton  
 at 5 P.M. Excellent accommodation, electric  
 light, and perfect outfit. Wharf at Hongkong  
 near Harbour Office.  
 First-class Fare, \$3 each way. Second-  
 class, \$1.50 each way. Meals, \$1 each.  
 Cargo Freight very moderate.  
 CHEUNG ON STEAMBOAT CO., LD.  
 No. 147, Connaught Road Central,  
 Hongkong, 15th March, 1904.

**THE new and fast Twin-Screw Steamer**  
 "SAN CHEUNG,"  
 951 Tons, Captain J. McGinty, will leave for  
 Canton at 9 P.M., on SUNDAY, TUES-  
 DAY and THURSDAYS and return to  
 Hongkong on the following days, leaving Canton  
 at 5 P.M. Excellent accommodation, electric  
 light, and perfect outfit. Wharf at Hongkong  
 near Harbour Office.  
 First-class Fare, \$3 each way. Second-  
 class, \$1.50 each way. Meals, \$1 each.  
 Cargo Freight very moderate.  
 CHEUNG ON STEAMBOAT CO., LD.  
 No. 147, Connaught Road Central,  
 Hongkong, 15th March, 1904.

**THE new and fast Twin-Screw Steamer**  
 "SAN CHEUNG,"  
 951 Tons, Captain J. McGinty, will leave for  
 Canton at 9 P.M., on SUNDAY, TUES-  
 DAY and THURSDAYS and return to  
 Hongkong on the following days, leaving Canton  
 at 5 P.M. Excellent accommodation, electric  
 light, and perfect outfit. Wharf at Hongkong  
 near Harbour Office.  
 First-class Fare, \$3 each way. Second-  
 class, \$1.50 each way. Meals, \$1 each.  
 Cargo Freight very moderate.  
 CHEUNG ON STEAMBOAT CO., LD.  
 No. 147, Connaught Road Central,  
 Hongkong, 15th March, 1904.

**VESSLS ADVERTISED AS LOADING.**  
 To ascertain the number of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked K, nearest Hongkong H, midway between Hongkong and Kowloon M, and those vessels berthed at the Kowloon Wharf K.W., together with the number denoting the section. Sections.  
 1. From Green Island to the Harbour Master's.  
 2. From Harbour Master's to Blake Pier.  
 3. From Blake Pier to Naval Yard.  
 4. From Naval Yard to East Point.

DESTINATION	VESSLS NAMES	FLAG & REG	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, S.C. VIA PORTS OF CALL.	SINLA	Brit. str.	1 m.	E. R. Summers	P. & O. S. N. Co.	On 3rd Dec., at Noon.
AMSTERDAM, LONDON & ANTWERP.	TELEMACHUS	Brit. str.	1 m.	Yorck	BUTTERFIELD & SWIRE	On 3rd Dec.
AMSTERDAM, LONDON & ANTWERP.	DIOMED	Brit. str.	1 m.	E. D. D.	BUTTERFIELD & SWIRE	On 29th Dec.
BREMEN, VIA PORTS OF CALL.	PREUSSEN	Ger. str.	1 m.	Schoenfeldt	MELCHERS & CO.	On 7th Dec., at Noon.
HAVRE & HAMBURG	SEGOWIA	Ger. str.	1 m.	Jaburg	HAMBURG-AMERIKA LINE	On 29th inst.
HAVRE & HAMBURG	SENEGAMIA	Ger. str.	1 m.	Forest	HAMBURG-AMERIKA LINE	On 19th Dec.
HAVRE & HAMBURG	ARMENIA	Ger. str.	1 m.	von Hoff	HAMBURG-AMERIKA LINE	On 27th Dec.
TRIESTE, S.C. VIA SINGAPORE, &c.	C. FERD. LAEISZ	Ger. str.	1 m.	Berberovich	SANDEL, WIELER & CO.	To-morrow, P.M.
GENOA, MARSEILLES & LIVERPOOL.	MARIA VALERIE	Aus. str.	1 m.	J. Melheuch	BUTTERFIELD & SWIRE	On 20th Dec.
NEW YORK, VIA PORTS & SUEZ CANAL.	DARDANUS	Brit. str.	1 m.		STANDARD OIL CO.	About 1st Dec.
NEW YORK, VIA PORTS & SUEZ CANAL.	KENNEBEC	Brit. str.	1 m.		STANDARD OIL CO.	About 6th Dec.
NEW YORK, VIA PORTS & SUEZ CANAL.	BREIZ-IZEL	Brit. str.	1 m.		STANDARD OIL CO.	About 30th Dec.
NEW YORK, VIA PORTS & SUEZ CANAL.	ST. HUGO	Brit. str.	1 m.		STANDARD OIL CO.	On 14th Dec.
NEW YORK, VIA PORTS & SUEZ CANAL.	CLAYDALE	Brit. str.	1 m.		STANDARD OIL CO.	On 28th Dec.
VANCOUVER, VIA SHANGHAI, &c.	EMPEROR OF JAPAN	Brit. str.	1 m.		CANADIAN PACIFIC R. CO.	On 30th inst.
AUSTRALIAN PORTS	ATHENIAN	Brit. str.	1 m.	F. G. Farrington	BUTTERFIELD & SWIRE	On 17th Dec.
AUSTRALIAN PORTS	KEEMUN	Brit. str.	1 m.	Schmidt	BUTTERFIELD & SWIRE	On 13th Dec., at Daylight.
BRISBANE & SYDNEY, VIA NEW GUINEA	PELIAS	Brit. str.	1 m.	Moore	PORTLAND & ASIATIC S.S. CO.	On 10th Dec.
YOKOHAMA, VIA SHANGHAI, MOJI & KOBE	ARAGONIA	Brit. str.	1 m.	Ellis	BUTTERFIELD & SWIRE	On 14th Dec., at Noon.
YOKOHAMA, VIA SHANGHAI, MOJI & KOBE	CHANGSHA	Brit. str.	1 m.	Moore	GIBB, LIVINGSTON & CO.	On 8th Dec.
YOKOHAMA, VIA SHANGHAI, MOJI & KOBE	EASTERN	Brit. str.	1 m.	D. Lenz	MELCHERS & CO.	About 29th inst.
YOKOHAMA, VIA SHANGHAI, MOJI & KOBE	PRINZ SIGISMUND	Ger. str.	1 m.	C. J. Benton, R.N.R.	P. & O. S. N. Co.	To-day.
YOKOHAMA, VIA SHANGHAI, MOJI & KOBE	SCOTIA	Brit. str.	1 m.	Moore	BUTTERFIELD & SWIRE	To-day, at 11 A.M.
YOKOHAMA, VIA SHANGHAI, MOJI & KOBE	CHANGSHA	Brit. str.	1 m.	Prehn	MELCHERS & CO.	To-morrow.
YOKOHAMA, VIA SHANGHAI, MOJI & KOBE	P. E. FRIEDRICH	Ger. str.	1 m.		BUTTERFIELD & SWIRE	To-morrow, at 4 P.M.
YOKOHAMA, VIA SHANGHAI, MOJI & KOBE	WESAMPOA	Brit. str.	1 m.	Malkin	JARDINE, MATHESON & CO.	About 28th inst.
YOKOHAMA, VIA SHANGHAI, MOJI & KOBE	WESAMPOA	Brit. str.	1 m.	Schmitz	MESSAGERIES MARITIMES.	About 2nd Dec.
YOKOHAMA, VIA SHANGHAI, MOJI & KOBE	TONKIN	Brit. str.	1 m.	G. Phillips	P. & O. S. N. Co.	To-morrow.
YOKOHAMA, VIA SHANGHAI, MOJI & KOBE	BENGAL	Brit. str.	1 m.		BUTTERFIELD & SWIRE	On 26th inst.
YOKOHAMA, VIA SHANGHAI, MOJI & KOBE	NINGPO	Brit. str.	1 m.		BUTTERFIELD & SWIRE	On 28th inst., at Daylight.
YOKOHAMA, VIA SHANGHAI, MOJI & KOBE	SUNGAIANG	Brit. str.	1 m.		JARDINE, MATHESON & CO.	On 27th inst., at Daylight.
YOKOHAMA, VIA SHANGHAI, MOJI & KOBE	PURNEA	Jap. str.	1 m.	T. Brandt	OSAKA SHOSHEN KAISHA	On 4th Dec., at Daylight.
YOKOHAMA, VIA SHANGHAI, MOJI & KOBE	M. SENGUVE	Jap. str.	1 m.	H. A. Hvaland	OSAKA SHOSHEN KAISHA	On 30th inst., at Daylight.
YOKOHAMA, VIA SHANGHAI, MOJI & KOBE	FAITHFUL	Jap. str.	1 m.	C. Cornelissen	OSAKA SHOSHEN KAISHA	To-day.
YOKOHAMA, VIA SHANGHAI, MOJI & KOBE	PROVIDENCE	Jap. str.	1 m.	Hooker	BUTTERFIELD & SWIRE	To-day, at 9 A.M.
YOKOHAMA, VIA SHANGHAI, MOJI & KOBE	CHILIT	Brit. str.	1 m.	Peasmore	DOUGLAS LARPAK & CO.	On 29th inst.
YOKOHAMA, VIA SHANGHAI, MOJI & KOBE	HAIDONG	Brit. str.	1 m.	Pennafather	BUTTERFIELD & SWIRE	To-day, at 10 A.M.
YOKOHAMA, VIA SHANGHAI, MOJI & KOBE	TAMING	Brit. str.	1 m.	R. Rodger	SHEWAN, TOMES & CO.	On 3rd Dec., at 10 A.M.
YOKOHAMA, VIA SHANGHAI, MOJI & KOBE	ZAFIRO	Brit. str.	1 m.	R. W. Almond	SHEWAN, TOMES & CO.	About 2nd Jan.
YOKOHAMA, VIA SHANGHAI, MOJI & KOBE	RUBI	Brit. str.	1 m.	T. W. Garlick	DOWELL & CO., LD.	About 30th inst.
YOKOHAMA, VIA SHANGHAI, MOJI & KOBE	TREMONT	Brit. str.	1 m.	Koops	JAVA-CHINA JAPAN LINE	About 29th inst.
YOKOHAMA, VIA SHANGHAI, MOJI & KOBE	TILATAP	Brit. str.	1 m.	J. B. Ferguson	P. & O. S. N. Co.	On 30th inst., at 3 P.M.
YOKOHAMA, VIA SHANGHAI, MOJI & KOBE	BANCA	Brit. str.	1 m.		JARDINE, MATHESON & CO.	
YOKOHAMA, VIA SHANGHAI, MOJI & KOBE	NANSUNG	Brit. str.	1 m.			

**NORTHERN PACIFIC LINE.**  
 BOSTON S. S. CO. BOSTON TOWBOAT CO.  
 CONNECTING AT TACOMA WITH  
 NORTHERN PACIFIC RAILWAY COMPANY.  
 PROPOSED SAILINGS FROM HONGKONG FOR  
 VICTORIA, B.C. AND TACOMA  
 VIA  
 MOJI, KOBE AND YOKOHAMA.

Steamer.	Tons.	Captain.	Sailing Date.
PLEIADES	3,753	F. G. Farrington	Saturday, December 17th
TREMONT	3,753	T. W. Garlick	January 10th
LYRA	4,417	G. V. Williams	February 9th
PLEIADES	3,753	F. G. Farrington	March 4th

**FOR MANILA.**  
 The largest, steadiest, and most comfortable steamers for Manila.  
 S.S. TREMONT ..... 3,806 tons. T. W. Garlick ..... About 2nd January.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE. ELECTRIC LIGHT, DOCTOR AND STEWARDESS.  
 The twin-screw s.s. "SHAWMUT" and "TREMONT" have just been fitted with very Superior Accommodation for First and Second Class Passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carried in cold storage.

**PARCEL EXPRESS TO THE UNITED STATES AND CANADA.**  
 For further information apply to—  
 DODWELL & CO., LIMITED,  
 GENERAL AGENTS.  
 QUEEN'S BUILDINGS.  
 Hongkong, 24th October, 1904.

**HAMBURG-AMERIKA LINIE.**  
 OSTASIATISCHER FRACHTDAMPFER-DIENST.  
 Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS in the LEVANTE, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.

**PROPOSED SAILINGS FROM HONGKONG.**  
 SUBJECT TO ALTERATION.  
 SAILING DATES.  
 STEAMERS. DESTINATIONS. SAILING DATES.  
 SEGOVIA (HAVRE & HAMBURG) ..... On 29th Nov. Freight.  
 Capt. Schoenfeldt (Calling at Singapore, Penang and Colombo)  
 SENEGAMIA (HAVRE & HAMBURG) ..... On 19th Dec. Freight.  
 Capt. Jaburg (Calling at Singapore, Penang and Colombo)  
 ARMENIA (HAVRE & HAMBURG) ..... On 27th Dec. Freight.  
 Capt. Port (Calling at Singapore, Penang and Colombo)  
 C. FERD. LAEISZ (HAVRE & HAMBURG) ..... On 11th Jan. Freight.  
 Capt. von Hoff (Calling at Singapore, Penang and Colombo)  
 For Further Particulars, apply to  
 HAMBURG-AMERIKA LINIE,  
 HONGKONG OFFICE,  
 No. 1, QUEEN'S BUILDINGS.

**HONGKONG-MANILA.**  
 Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon amidships. Electric Light Perfect Cuisine. SURGEON and STEWARDESS carried. All the most up-to-date arrangements for comfort of Passengers.

**CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.**

STEAMSHIP	TONS.	CAPTAIN.	FOR	SAILING DATE.
ZAFIRO	2540	R. Rodger	Manila.	Thurs. 24th Nov., 10 A.M.
RUBI	2540	R. W. Almond	Manila.	Sat., 3rd Dec., 10 A.M.

For Freight or Passage apply to  
 SHEWAN, TOMES & CO.,  
 GENERAL MANAGERS.  
 Hongkong, 20th November, 1904.

## IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD, BREMEN.  
 STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG, PORTS IN THE LEVANTE, BLACK SEA AND BALTIC PORTS: ALSO LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT GIBRALTAR AND SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.  
 N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

STEAMERS.	PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.	SAILING DATES.
PREUSSEN	WEDNESDAY	7th December
PRINZ EITEL FRIEDRICH	WEDNESDAY	21st December
SEYDLITZ	WEDNESDAY	4th January 1905
ROON	WEDNESDAY	18th January
BAYERN	WEDNESDAY	1st February
ZIETEN	WEDNESDAY	15th February
SAUBEN	WEDNESDAY	1st March
PRINZESS ALICE	WEDNESDAY	29th March
PRINZ REGENT LUITPOLD	WEDNESDAY	12th April
PREUSSEN	WEDNESDAY	26th April
PRINZ EITEL FRIEDRICH	WEDNESDAY	

ON WEDNESDAY, the 7th day of DECEMBER, 1904, at Noon, the Steamship "PREUSSEN," Captain R. Dahl, with MAILES, PASSENGERS, SPECIE, and CARGO, will leave the Port as above, CALLING AT NAPLES and GENOA. Shipping Orders will be granted till NOON on MONDAY, the 5th December. Cargo and Specie will be received on Board until 5 P.M., on TUESDAY, the 6th December, and Parcels will be received at the Agency's Office until NOON on TUESDAY, the 6th December. Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50, and Parcels should not exceed Two Feet Cubic in Measurement. The Steamer has splendid accommodation, and carries a Doctor and Stewardess. Linen can be washed on board.

For further Particulars, apply to  
 MELCHERS & CO., AGENTS.  
 Hongkong, 24th November, 1904.

**CANADIAN PACIFIC RAILWAY CO.'S ROYAL MAIL STEAMSHIP LINE.**  
 THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA AND THE UNITED STATES.  
 CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

**SAFETY. SPEED. PUNCTUALITY.**  
 "Empress" Twin Screw Steamships—6,000 Tons—10,000 Horse-Power—Speed 19 knots.  
 SAVING THREE TO SEVEN DAYS ACROSS THE PACIFIC.

**PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).**  
 B.M.S. "EMPEROR OF JAPAN" ..... 6,000 Tons ..... WEDNESDAY, 14th Dec.  
 B.M.S. "ATHENIAN" ..... 3,882 Tons ..... WEDNESDAY, 28th Dec.  
 B.M.S. "EMPEROR OF CHINA" ..... 6,000 Tons ..... WEDNESDAY, 11th Jan.  
 B.M.S. "TARTAR" ..... 4,425 Tons ..... WEDNESDAY, 25th Jan.  
 B.M.S. "EMPEROR OF INDIA" ..... 6,000 Tons ..... WEDNESDAY, 8th Feb.  
 Hongkong to London, 1st Class ..... via St. Lawrence 200 ..... via New York 262.  
 Intermediate on Steamers, ..... 240. " " 242.  
 and 1st Class Rail ..... " " " "

THE magnificent TWIN-SCREW "EMPEROR" STEAMSHIPS passing through the Isthmus of Panama, usually make the voyage YOKOHAMA to VANCOUVER (B.C.) in 12 DAYS and make connection with the PACIFIC OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

Passengers Booked through to all principal points and AROUND THE WORLD. SPECIAL RATES (first class only) granted to Missionaries, Members of the Navy, Military, Diplomatic, and Civil Services, and to European Officials in the Service of Chinese and Japanese Governments.

For further information, Maps, Guides, Handbooks, Rates of Passage and Freight, apply to  
 D. W. CRADDOCK, Acting General Agent,  
 9, Pedder Street.

**SOUTH AFRICAN LINE OF STEAMERS.**  
 HONGKONG DIRECT, OR VIA CHEFOO OR CHIN-WAN-TAO, TO DURBAN, NATAL.  
 The following chartered steamers will run at intervals of about 3 weeks—  
 S.S. "SWANLEY" ..... Captain J. P. Dawson.  
 S.S. "COURTFIELD" ..... Captain J. W. Martin.  
 S.S. "CRANBY" ..... Captain W. E. Steele.  
 S.S. "KRAL" ..... Captain A. Jennings.  
 S.S. "ABCO" ..... Captain C. E. Cox.  
 S.S. "LOTHIAN" ..... Captain J. C. Williamson.  
 S.S. "NEXUM" ..... Captain E. S. Pearce.  
 S.S. "NEXH" ..... Captain J. Rowley.  
 S.S. "SOFALE" ..... Captain G. A. Shephard.  
 S.S. "INDRASHAMA" ..... Captain R. P. Craven.  
 S.S. "INDRABELLI" ..... Captain H. G. Porter.  
 For Freight, apply to  
 GIBB, LIVINGSTON & CO.,  
 AGENTS.  
 Hongkong, 19th November, 1904.

## VESSELS ON THE BERTH.

BRITISH-INDIA STEAM NAVIGATION COMPANY, LIMITED.

FOR AMOY, STRAITS AND RANGOON.  
 THE Company's Steamship

"PURNEA."  
 Captain Pearson, will be despatched as above on TUESDAY, the 29th inst., at DAYLIGHT. For Freight or Passage, apply to JARDINE, MATHESON & CO., Agents.  
 Hongkong, 21st November, 1904. [2724]

STEAMSHIP SERVICE TO NEW YORK, VIA PORTS AND SUEZ CANAL.

THE Steamship

"BREIS-IZEL."

will be despatched as above on or about the 1st December, 1904.

For Freight & further information, apply to  
 STANDARD OIL COMPANY  
 OF NEW YORK,  
 Oriental Freight Department.  
 Hongkong, 4th November, 1904. [2603]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS.

PLYMOUTH AND LONDON. THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.



# OCEAN STEAM SHIP CO., LD. AND CHINA MUTUAL STEAM NAVIGATION CO., LD. JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.  
MONTHLY SAILINGS FOR LIVERPOOL.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,  
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA,  
AND SUMATRA PORTS.

## OUTWARDS.

FROM	STEAMERS	TO SAIL
GLASGOW and LIVERPOOL	"KEEMUN"	On 26th November.
GLASGOW and LIVERPOOL	"MOYUN"	On 9th December.
GLASGOW and LIVERPOOL	"HECTOR"	On 14th December.
GLASGOW and LIVERPOOL	"SOBRILENSE"	On 17th December.
GLASGOW and LIVERPOOL	"HYSON"	On 20th December.

## HOMEWARDS.

FOR	STEAMERS	TO SAIL
AMSTERDAM, LONDON and	"TELEMACHUS"	On 6th December.
ANTWERP		
AMSTERDAM, LONDON and	"DIOMED"	On 20th December.
ANTWERP		
GENOA, MARSEILLES and	"DARDANUS"	On 20th December.
LIVERPOOL		

## TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and	"KEEMUN"	On 30th November.
at PACIFIC COAST PORTS, via		
NAGASAKI, KOBE & YOKOHAMA		

For Freight, apply to—  
**BUTTERFIELD & SWIRE,**  
AGENTS.

Hongkong, 29th October, 1904.

# CHINA NAVIGATION CO. LIMITED.

FOR	STEAMERS	TO SAIL
SWATOW, CHEFOO & TIENTSIN	"CHITLI"	On 24th November.
KOBE	"CHANGSHA"	On 24th November.
SHANGHAI	"WHAMPOA"	On 25th November.
NINGPO and SHANGHAI	"NINGPO"	On 25th November.
AMOI, MANILA, CEBU and ILOILO	"SUNGKIANG"	On 25th November.
MANILA	"TAMING"	On 29th November.

PORT DARWIN, THURSDAY  
ISLAND, COOKTOWN, CAIRNS,  
TOWNSVILLE, BRISBANE,  
SYDNEY and MELBOURNE

\* The attention of Passengers is directed to the superior accommodation offered by these  
steamers, which are fitted throughout with Electric Light. Unrivalled Table. A duly qualified  
Surgeon is carried.

† Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.

‡ Taking Cargo and Passengers at through rates for all New Zealand Ports and other  
Australian Ports.

REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND  
AUSTRALIAN PORTS.

For Freight or Passage, apply to—  
**BUTTERFIELD & SWIRE,**  
AGENTS.

Hongkong, 24th November, 1904.

# OSAKA SHOSHEN KAISHA

REGULAR STEAMSHIP SERVICES BETWEEN  
HONGKONG, SOUTH CHINA COAST PORTS  
AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—  
SUBJECT TO ALTERATION.

FOR	STEAMERS	LEAVING
TAMUI, VIA SWATOW	"M. STRUVE"	SUNDAY, 27th Nov.
AND AMOI	"PROVIDENCE"	at Daylight.
ANPING, VIA SWATOW	"C. CORNELIUS"	WEDNESDAY, 30th
AND AMOI	"FRITHJOF"	Nov. at Daylight.
TAMUI, VIA SWATOW	"H. A. HARALDSEN"	SUNDAY, 4th Dec.
AND AMOI		at Daylight.

On account of the present state of political affairs, all the Company's new steamers have  
been requisitioned for transport service, and the above-named chartered steamers have been  
secured instead for maintenance of the Company's coastal services. As soon as the state of  
affairs permit, the Company will resume running with its specially designed new steamers.

For Freight, Passage, and further information, apply at the Company's local Branch Office  
at No. 8 Des Voeux Road Central.

T. ARIMA, Manager.

[15]

# PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS.
YOKOHAMA, VIA SHANG- HAI, MOJI and KOBE	"SOCOTEA"	About 29th November	Freight only.
(Passing through the Inland Sea)	"C. J. Benton, R.N.R."		
SINGAPORE and BOMBAY	"BANCA"	About 29th November	Freight only.
	"J. B. Ferguson"		
SHANGHAI	"BENGAL"	About 2nd December	Freight and Passage.
	"G. Phillips"		
LONDON, &c.	"SIMLA"	Noon, 3rd December	See Special Advertisement.
	"F. R. Summers"		

For further Particulars, apply to

E. A. HEWETT,  
Superintendent.

Hongkong, 20th November, 1904.

# PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG SHAI via INLAND  
SEA OF JAPAN, MOJI, KOBE and YOKOHAMA FOR  
OPERATING IN CONNECTION WITH THE  
OREGON RAILROAD & NAVIGATION CO.

STEAMSHIP	TONS.	CAPTAIN	TO SAIL AT DAYLIGHT ON
"ARAGONIA"	5,198	Schultz	December 13th, 1904.
"NICOMEDIA"	4,370	Wagner	January 9th, 1905.
"NUMANTIA"	4,370	Bremer	January 25th, 1905.

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and  
United States Ports. For through rates of Freight and further information, communicate  
with or apply to

ALLAN CAMERON, GENERAL AGENT.

Hongkong, 14th October, 1904.

REGULAR  
STEAMSHIP SERVICE TO NEW  
YORK  
VIA PORTS AND SUEZ CANAL  
PROPOSED SAILINGS FROM HONGKONG.

"ST. HUGO" ..... 6th Dec.  
"SEIMOSA" ..... 18th Dec.

For Freight and further information, apply to  
DODWELL & CO., LD.,  
Agents.

Hongkong, 9th August, 1904.

# REGISTRATION OF TRADE MARKS IN CHINA.

Copies of the  
EXPERIMENTAL REGULATIONS  
may be obtained at the Daily Press Office.

Price 25 cents. each. Cash with order.

Hongkong, 6th October, 1904.

# INDO-CHINA STEAM NAVIGATION CO. LIMITED.

PROJECTED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
SHANGHAI	"WOSANG"	Fri. 25th Nov. 4 P.M.
SINGAPORE, PENANG & CALCUTTA	"NAMSANG"	Wed. 30th Nov. 3 P.M.

\* These steamers have superior accommodation for First-Class Passengers and are fitted  
throughout with Electric Light.  
† Taking Cargo on Through Bills of Lading to Chefoo, Tientsin and Yangtze Ports.  
For Freight or Passage, apply to

**JARDINE, MATHESON & CO.,**  
GENERAL MANAGERS.

Hongkong, 24th November, 1904.

# EASTERN AND AUSTRALIAN STEAM- SHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.  
(Calling at Timor, Port Darwin and QUEEN-  
SLAND PORTS, and taking through  
Cargo to ADELAIDE, NEW ZEALAND,  
TASMANIA, &c.)

THE Steamship

"EASTERN,"

Captain Ellis, will be despatched for the above

ports on WEDNESDAY, the 14th December,

at NOON.

This well-known Steamer is specially fitted

for Passengers, and has a Refrigerating Chamber,

which ensures the supply of Fresh Provi-

sions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with

the Electric Light.

A Stewardess and a duly qualified Surgeon

are carried.

N.B.—To assure the additional comfort of

passengers the Steamers of the Company have

electric fans fitted in staterooms.

For Freight or Passage, apply to

GIBB, LIVINGSTON & CO.,  
Agents.

Hongkong, 19th November, 1904.

NOTICE TO SHIPPERS.

THE NIPPON YUSEN KAISHA are

prepared, during suspension of their

Trans-Pacific Service and until further notice

to book cargo and issue Bills of Lading to

SEATTLE, WASH., VICTORIA, B.C. and

PACIFIC COAST PORTS, also to OVER-

LAND POINTS in the UNITED STATES

and CANADA in connection with the GREAT

NORTHERN RAILWAY from SEATTLE

upwards, by the steamers of the NORTHERN

PACIFIC S.S. CO., BOSTON STEAMSHIP

and TUGBOAT CO.'S, OCEAN S.S. CO.,

and CHINA MUTUAL S.S. CO.

For further Particulars, apply at the

Company's Local Branch Office in Prince's

Building, First Floor, Charter Road.

A. S. MIHARA,  
Manager.

Hongkong, 20th May, 1904.

QUAN WAH & CO.

GRANITE AND MARBLE MERCHANTS.

EXPORTERS AND CONTRACTORS.

Sole Agents of

QUAN TAI & CO., Lime Manufacturers.

All descriptions of

GRANITE AND MARBLE FOR EXPORT.

Dealers in

GRANITE AND MARBLE MONUMENTS

Prices & Estimates on Application.

No. 1, QUEEN'S ROAD, EAST.

Hongkong, 17th October, 1899.

TONG CHONG WO & CO.

No. 98, QUEEN'S ROAD CENTRAL.

Manufacturers of Hand-made Pure

HAVANA CIGARS AND CIGARETTES

They are made of best Havana leaves and

possess a mild and choice flavour.

Inspection courteously invited.

Hongkong, 26th May, 1904.

WEI CHEETOO & CO.

IMPORTERS, EXPORTERS

AND

GENERAL COMMISSION AGENTS.

SPECIALITY: HUMAN HAIR.

No. 12, Pottinger Street, Hongkong.

Agencies:—

CHEE CHEONG, Dealer in Human Hair.

SHUN LOONG, Preserved Ginger Factory.

CHOW LEUNG YEK, Fire Cracker Factory.

Hongkong 1st June, 1904.

FOR NERVOUS  
EXHAUSTION

CHAPOTEAUT'S  
Phospho  
Glycerate  
of Lime

For Nervous Troubles  
in Adults and Children

SOLD IN  
Capsules, in Syrup,  
and in Wine

Increases vital energy and nerve force.  
Full instructions with each bottle.

CHAPOTEAUT-PARIS, FRANCE  
2459-4

MARTIN'S  
APOL & STEEL  
PILLS  
(For Ladies)

FOR EUROPE AND AMERICA,  
INDIA, AUSTRALIA, &c.,  
and for  
PRIVATE RESIDENTS AT THE OUTPOSTS.  
A COMPREHENSIVE AND COMPLETE RECORD  
OF THE  
NEWS OF THE FAR EAST  
is given in the  
HONGKONG WEEKLY PRESS,  
with which is incorporated  
"THE CHINA OVERLAND TRADE REPORT,"  
subscription, if paid in advance, \$12 per annum  
Postage to any part of the World \$2.

# SHIPPING IN PORT.

## STEAMERS.

AGINCOURT, British str., 2,876, H. T. Worsnop, Hainan Island 1st Oct.—Gilman & Co.	AMERICA MARU, Jap. str., 3,437, Ernest Bent, 17th Nov.—San Francisco 19th Oct. and Shanghai 15th Nov., Mails and General— Toyo Kisen Kaisha.	ANQUIN, German str., 1,001, T. Schaefer, 21st November.—Bangkok 10th November and Swatow 20th, Rice.—Butterfield & Swire.	AVOCA, British transport, 3,410, A. J. Winde- bank, 18th Nov.—Colombo 6th November, Military Baggage.—Jardine, Matheson & Co.	BARON ELTON, British str., 2,979, Ulstrom 4th Nov.—Moji 28th Oct., Coal.—Arnhold, Kerberg & Co.	BATVIE, British str., 1,542, Shotton, 22nd October.—Labuan (Borneo) 15th Oct., Coal. —Order.	BREIZ HUEL, French str., 2,933, J. B. Andrain 19th Nov.—New York 28th Sept., Petro- leum.—Standard Oil Co.	CASPER, Norwegian str., 774, Joh. Martin, 2nd November.—Cardiff 10th Sept., Coal.— Order.	CHANGSHA, British str., 1,463, S. Moore, 21st Nov.—Sydney via Ports 27th October, General.—Butterfield & Swire.	CHINA, American str., 3,185, D. E. Friele, 21st November.—San Francisco 25th Oct. and Shanghai 19th Nov., Mails and General.— P. M. S. Co.	EMPEROR OF JAPAN, British str., 3,039, Hy. Pybus, R.N.M., 22nd Nov.—Vancouver 31st October and Shanghai 19th Nov., Mails and General.—C. P. R. Co.	GIANG BEI, French str., 1,198, Follett, 20th November.—Samarang 8th Nov., Sugar and Cotton.—Chinese.	GISELA, Austrian str., 4,264, G. Damjanovich, 21st Nov.—Singapore 13th Nov., General. —Sander, Wielek & Co.	HAIPHONG, British str., 783, W. Passmore, 22nd Nov.—Swatow 21st Nov., General.— Douglas Laprak & Co.	HAMOI, French str., 739, P. Morlees, 12th Nov. —Haiphong and Hoihow 11th November, General.—A. E. Marly.	HONGKONG, French str., 742, A. Suzzoni, 21st Nov.—Haiphong, Hoihow and Kwangchow- wan 20th Nov., General.—A. E. Marly.	IKBAL, British str., 3,490, M. Robertson, 18th November.—Durban 20th Oct., Ballast.— Gibb, Livingston & Co.	JACOB DIERDECHSEN, German str., 623, P. Ohlsen, 21st November.—Haiphong 19th November, General.—Jensen & Co.	LISA, Swedish str., 998, H. Horndahl, 30th October.—Moji 24th Oct., Coal.—M. B. Kaisha.	MAUSANG, British str., 1,644, S. J. Payne, 8th Nov.—Sandakan 2nd Nov., Timber and General.—Jardine, Matheson & Co.	NEEDLES, British str., 2,995, J. P. Turner, 17th November.—Paserocean 9th Nov., Sugar. —Butterfield & Swire.	PRONTO, Norwegian str., 837, T. Sesberg, 18th November.—Canton 17th Nov., General.— East Asiatic Trading Co.	RAJASAB, German str., 1,189, D. Reimers, 19th Nov.—Bangkok 11th Nov., Rice.— Butterfield & Swire.	ST. EBERH, British str., 2,394, Caffarella, 11th Nov.—Philadelphia 14th Sept. and Sabang 2nd Nov., Kerosine Oil.—Standard Oil Co.	SAMSEN, German str., 996, F. Rehwaldt, 20th November.—Bangkok 13th Nov., Rice.— Butterfield & Swire.	SUPPLY, U.S. transport, 4,333, G. L. Dyer, R.N.M., 22nd Nov.—Shanghai 19th Nov.	TAIWAN, British str., 1,109, H. Harder, 17th November.—Canton 16th Nov., General.— Butterfield & Swire.	TEAN, British str., 1,346, S. Somerville, 18th November.—Manila 15th Nov., General.— Butterfield & Swire.	WOSANG, British str., 1,072, H. S. Malkin, 19th November.—Hongay 17th Nov., General.— Jardine, Matheson & Co.	ZAFIRO, British str., 1,611, R. Rodger, 22nd November.—Manila 19th Nov., General.— Shewan, Tomes & Co.	EMPEROR MENDEL, French barque, 1,576, March, 6th Nov.—New York 12th June, Kerosine.—Standard Oil Co.	HIS BRITANNIC MAJESTY'S SHIPS IN THE CHINA SQUADRON.	Alority, despatch boat, 1,700 tons, 10 guns, 3,000 h.p., Com. R. M. Harbord, Hongkong.	Albion, battleship, 12,950 tons, 16 guns, Capt. Framantia, Weihaiwei.	Algerine, sloop, 1,050 tons, 6 guns, 1,100 h.p., Comdr. Rowland Nugent, Hongkong.	Amphitrite, 1st class cruiser, 11,000 tons, 18,000 h.p., Capt. Charles Windham, C.V.O., Weihaiwei.	Andromeda, cruiser, 12,500 tons, Capt. Nelson Ommanney, Weihaiwei.	Astraea, 2nd class cruiser, 4,360 tons, 10 guns, 7,000 h.p., Captain Lionel G. Tufnell Singapore.	Bramble, gunboat, 710 tons, 6 guns, 1,300 h.p., Lieut. Comdr. O. M. Makins, en route Hongkong.	Britomart, gunboat, 710 tons, 6 guns, 1,300 h.p., Lieut. Comdr. Thos. D. Pratt, Hongkong.	Centurion, battleship, 10,500 tons, Capt. Fegan, Weihaiwei.	Cressy, cruiser, 12,000 tons, 14 guns, 21,000 h.p., Capt. Henry M. T. Tudor, Singapore.	Espiegle, gunboat, 1,070 tons, 10 guns, Comdr. Satow, Singapore.	Fame, torpedo-boat destroyer, 360 tons, 6 guns, 5,700 h.p., Lieut. Comdr. C. Asser, Hong- kong.	Fearless, gunboat, 449 tons, 12 guns, Comdr. Vaughan Lewis, en route Singapore.	Glory, battleship, 12,950 tons, 16 guns, 13,500 h.p., Captain A. W. Carter, Singapore.	Handy, torpedo-boat destroyer, 250 tons, 6 guns, 4,000 h.p., in reserve.	Hart, torpedo-boat destroyer, 260 tons, 6 guns, 4,000 h.p., Weihaiwei.	Hummer, storeship, 1,640 tons, Comdr. P. M. Riadore, Weihaiwei.	Iphigeneia, 2nd class cruiser, 3,600 tons, Capt. Fawcner, Shanghai.	Janus, torpedo-boat destroyer, 250 tons, 6 guns, 3,900 h.p., Lieut. Comdr. J. A. Gregory, Weihaiwei.	Kinsla, river gunboat, 331 tons, Lieut. Comdr. Christopher P. MacCall, on Yangtze.	Leviathan, cruiser, 14,100 tons, Capt. Hon. W. G. Stopford, Weihaiwei.	Moorhen, river gunboat, 180 tons, 2 guns, Lieut. Comdr. F. B. Noble, Hongkong.	Ocean, battleship, 12,950 tons, 16 guns, 13,500 h.p., Captain Groat, C.M.G., Weihaiwei.	Otter, torpedo-boat destroyer, 350 tons, in reserve.	Phoenix, sloop, 1,015 tons, 6 guns, 1,400 h.p., Comdr. J. Nicholas, Hongkong.	Ramblers, surveying-ship, 583 tons, Comdr. Chas. E. Monto, Labuan.	Rinaldo, sloop, 990 tons, 6 guns, Comdr. D. S. Aubyn Wake, en route Singapore.	Robin, river gunboat, 85 tons, 2 guns, 240 h.p., Lieut. Comdr. Vaughan, West River.	Rosario, sloop, 990 tons, 6 guns, 11,400 h.p., Comdr. Divian, Straits Division.	Sandpiper, river gunboat, 85 tons, 2 guns, 240 h.p., Lieut. Comdr. L. W. J. M., West River.	Sirius, 2nd class cruiser, 3,600 tons, Capt. C. H. H. Moore, Weihaiwei.	Snipe, river gun-boat, 85 tons, 2 guns, 240 h.p., Lieut. Comdr. Ernest W. G. Davidson, on Yangtze.	Taku, torpedo-boat destroyer, 250 tons, 6 guns, 3,600 h.p., Hongkong.	Tamar, receiving ship, 4,600 tons, 6 guns, Commodore C. G. Dickson, at Hongkong.	Teal, river gunboat, 180 tons, 2 guns, Lieut. Comdr. E. F. B. Dugmore, on Yangtze.	Thetis, cruiser, 3,400 tons, Capt. J. C. A. Wilkinson, Hongkong.	Tweed, gunboat, 362 tons, 3 guns, 200 h.p., Lieut. Comdr. R. H. Keate, en route Hongkong.
---	---	---	--	---	--	--	---	---	---	---	--	---	--	--	--	---	--	---	--	--	--	---	---	--	--	---	---	---	--	--	---	---	--	--	--	---	---	--	--	--	--	---	---	--	---	---	---	--	--	--	---	---	---	--	---	--	---	---	--	--	--	--	--	--	---	---	---	---

**WALTHAM**  
**WATCHES**  
ARE  
**GUARANTEED**  
**AGAINST ANY DEFECT**  
**IN MATERIAL OR CON-**  
**STRUCTION**

1434-2

**van**  
**Houten's**  
**Cocoa**

The most nourishing, digestible  
and delicious of all Cocos.

**BEST & GOES**  
**FARTHEST.**

286-7



